

# ★ ALL HANDS ★

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION



NAVAL ACADEMY APPOINTEE

This magazine is intended  
for 10 readers. All should  
see it as soon as possible.  
PASS THIS COPY ALONG

AUGUST 1965









# ALL HANDS

THE BUREAU OF NAVAL PERSONNEL CAREER PUBLICATION

AUGUST 1965

Nav-Pers-O

NUMBER 583

**ALL HANDS** The Bureau of Naval Personnel Career Publication, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Issuance of this publication approved in accordance with Department of the Navy Publications and Printing Regulations, NAVEXOS P-35. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given ALL HANDS. Original articles of general interest may be forwarded to the Editor. DISTRIBUTION: By Section B-3203 of the Bureau of Naval Personnel Manual, the Bureau directs that appropriate steps be taken to insure that all hands have quick and convenient access to this magazine, and indicates that distribution should be effected on the basis of one copy for each 10 officers and enlisted personnel to accomplish the purpose of the magazine.

The Bureau invites requests for additional copies as necessary to comply with the basic directives. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required. The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U.S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant. PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The rate for ALL HANDS is 25 cents per copy (except for the December 1963 Rights and Benefits issue, which is 50 cents per copy); subscription price \$2.50 a year, domestic (including FPO and APO address for overseas mail); \$3.50 foreign. Remittances should be made to the Superintendent of Documents. Subscriptions are accepted for one, two or three years.



VICE ADMIRAL BENEDICT J. SEMMES, Jr., USN

The Chief of Naval Personnel

REAR ADMIRAL BERNARD M. STREAN, USN

The Deputy Chief of Naval Personnel

CAPTAIN JOHN W. HIGGINS, Jr., USN

Assistant Chief for Morale Services

## TABLE OF CONTENTS

### Features

Ocean Water Makes Sea Power	2
Bring Out the Champagne	4
They're All 'A' Students	7
Getting Lost Gets Harder All the Time	8
Tribute to the Plane Captain	10
Salty Civilians	12
Springfield in Venice	15
Assignment in Asmara	16
Helping Hands	18
Bangkok Tour	21
All-Navy Keglers and Matmen	28
How to Run a Ship	30
Jibs and Spinnakers	34

### Departments

Four Star Forum	22
Today's Navy	36
Servicewise: News of Other Services	42
Letters to the Editor	44
Decorations and Citations	61

### Bulletin Board

No Need to Pay Federal Taxes for Pay Earned in Vietnam	50
Want to Find a Nice, Cool Spot? Try Antarctic Duty	52
There's Always Room for You on Navy's Promotion Ladder	54
Here's the Way It Will Be When You Pull Duty in D. C.	58

### Taffrail Talk

64

John A. Oudine, Editor

Associate Editors

G. Vern Blasdel, News

Jerry Wolff, Research

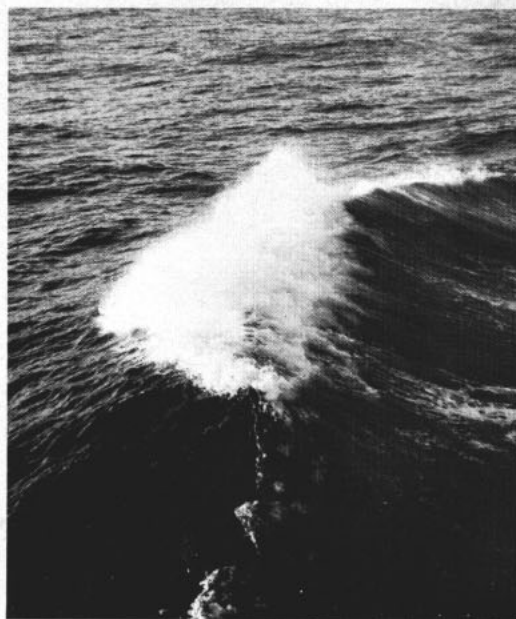
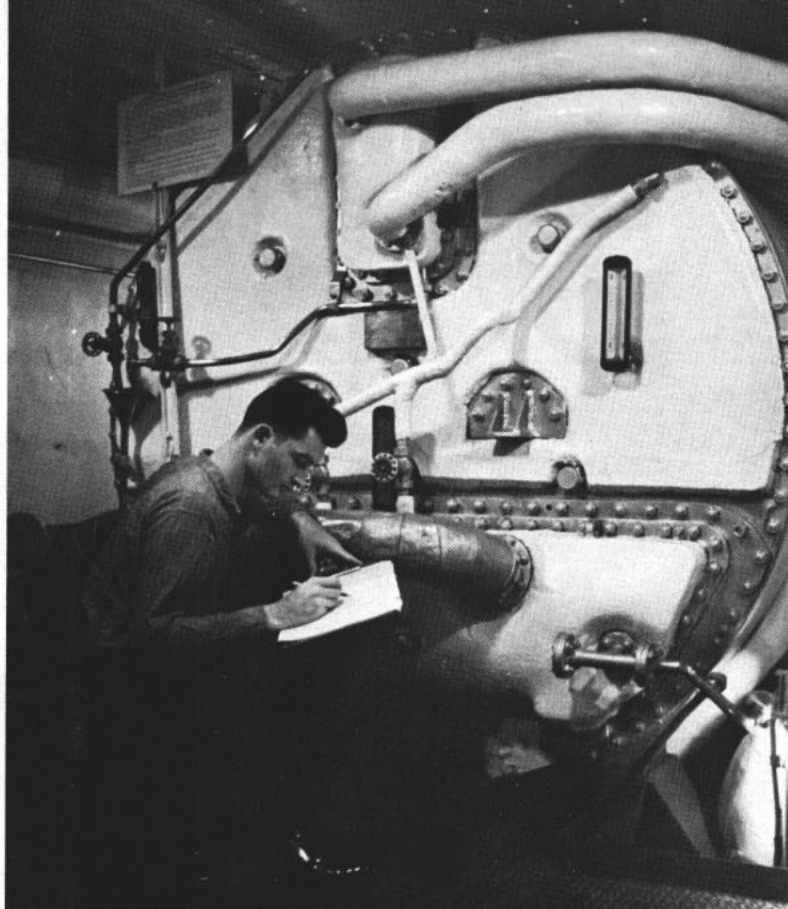
Don Addor, Layout & Art

French Crawford Smith, Reserve

• **FRONT COVER:** ACADEMY BOUND—Scott Weekly, AN, attached to Jet Attack Squadron 861 at NARTU, NAS Norfolk, Va., is one of the selectees to the Naval Academy. The Navy offers this annual opportunity to a quota of 85 Regular Navy enlisted personnel on active duty and an additional quota of 85 enlisted men from the Naval Reserve.

• **AT LEFT:** LINE UP—Ocean minesweepers of Mine Division 73 steam together in Pacific. Top to Bottom: USS *Illusive* (MSO 448), *Conquest* (MSO 488), *Esteem* (MSO 438), *Gallant* (MSO 489) and *Pledge* (MSO 492). The sweepers are working out of their home port at Long Beach, Calif. Last year they served a tour with the Seventh Fleet in the Western Pacific.

• **CREDIT:** All photographs published in ALL HANDS Magazine are official Department of Defense photos unless otherwise designated.



# Ocean

A ship the size of the cruiser *Oklahoma City* (CLG 5) depends heavily on the men in her engineering department who run the evaporators and boilers.

The cruiser can operate normally for only a few days before her fresh water supply runs out. Therefore, the distillation of sea water to replenish the boiler feed and potable water tanks is an essential part of the ship's operation.

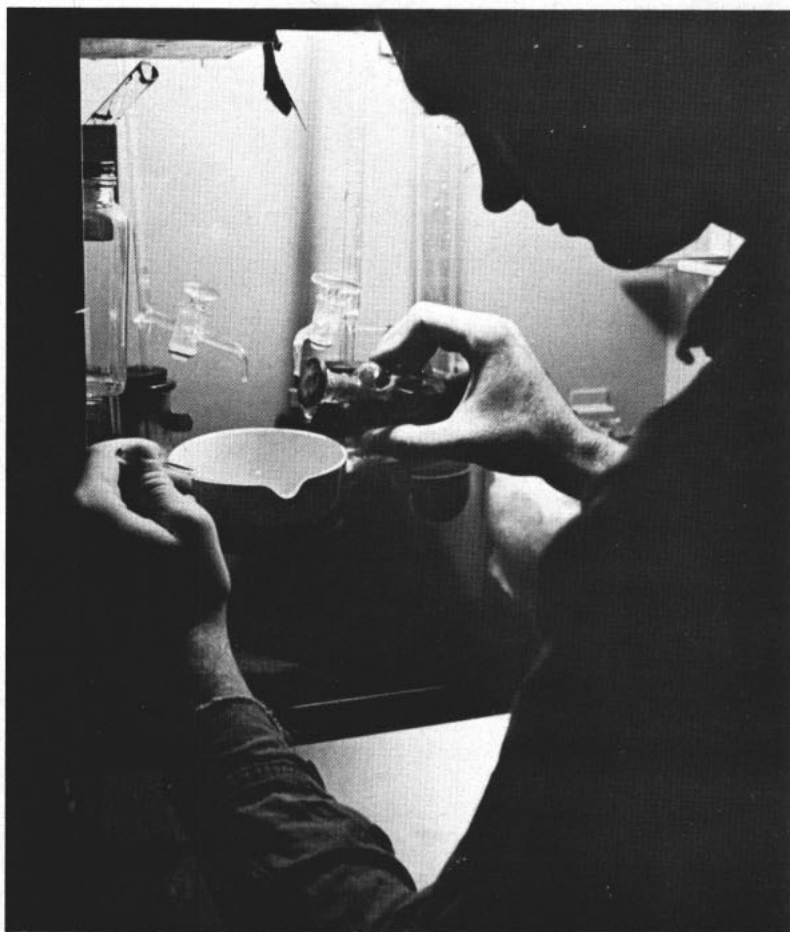
With the distillers running, *Oklahoma City* can be kept in fresh water almost indefinitely.

The process used is a simple one, consisting of evaporation and condensation. Evaporators in *Oklahoma City* contain two compartments in a single shell. They distill sea water in two stages through the use of steam tubes submerged in the sea water.

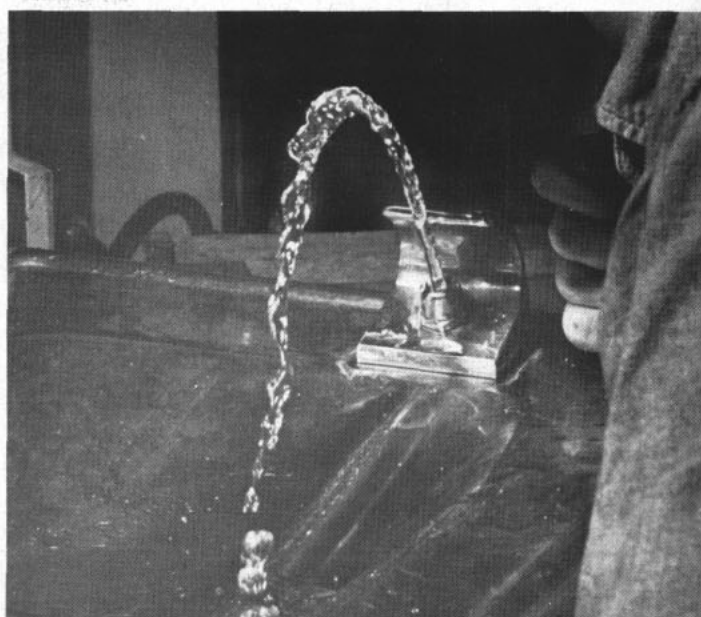
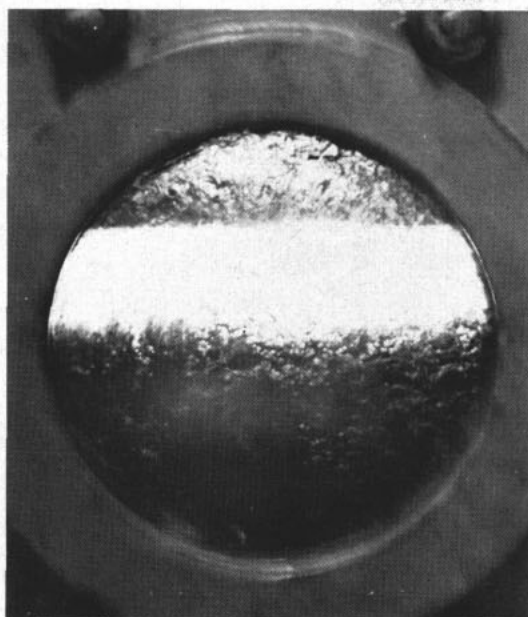
Steam used to heat the water during the process is auxiliary steam exhaust or boiler steam not needed to drive a propeller shaft or generate electricity.

The pressure of sea water entering the units is lowered in the vacuum of the first compartment, enabling it to boil at temperatures lower than 212 degrees Fahrenheit. In the second compartment, the pressure is lowered still more so an even lower boiling temperature is achieved.

As the water boils, steam is produced and passed over condensing







# Water Makes Sea Power

tubes, which change the steam to fresh water while heating the incoming salt water. Also, some of the exhaust steam used to heat the salt water is turned back into fresh water in the condensing tubes.

Except for steam lost to the process in heating the ship and water used by the crew, the process runs in a closed cycle.

Water used by the crew exceeds that used by the boilers but, since the ship cannot make fresh water without boiler steam, the needs of the crew must play second fiddle to the needs of the boilers.

Fresh water made in the evaporators is as chemically and biologically pure as possible. This prevents the

steam lines from clogging and the boilers from coating with mineral scale—both of which reduce the ship's operating efficiency.

Continuous watches are held in the evaporator spaces to insure that efficiency. Gauges are checked and periodic tests of water purity are made before the water goes to the storage tanks.

Mechanical devices are also used to insure that the water from the evaporators is relatively salt free. One of these is a valve which automatically diverts the fresh water to the bilges when its salt content exceeds .25 grains per gallon.

*Oklahoma City's* evaporator room personnel use a chemical solution to

keep the distilling units clean. The chemical solution keeps impurities suspended in the brine and reduces the amount of scale-causing foam. This means the units can be operated almost continuously, so preventive maintenance—in the form of securing and chemically scouring the equipment—is needed only about twice a year.

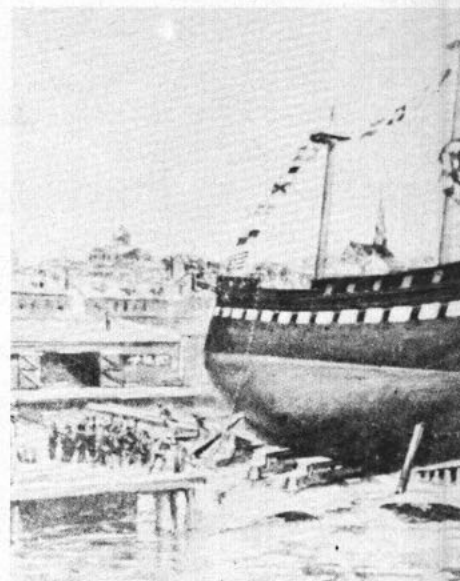
*Clockwise from bottom left:* (1) Salinity tests are made to insure water purity. (2) Temperature checks are made hourly during evaporation process. Sea water (3) is purified in evaporators (4) before use by crew (5). (6) Aerial oblique portrait of guided missile cruiser *USS Oklahoma City* (CLG 5).







CHRISTENING of USS Andrew Jackson was performed with big splash. Rt: Frigate Constitution is launched at Boston.



ROUNDHOUSE swings are taken by sponsors of *Barney and England*. Below: USS Bancroft was christened by two descendants of Naval Academy founder.



# Bring

**N**AVY SHIPS differ greatly from one to another, but almost all have one thing in common—they were launched with a bottle of champagne.

Launching and christening are nautical traditions that date back thousands of years, to the time when it was believed that a ship had to be dampened before it touched the water.

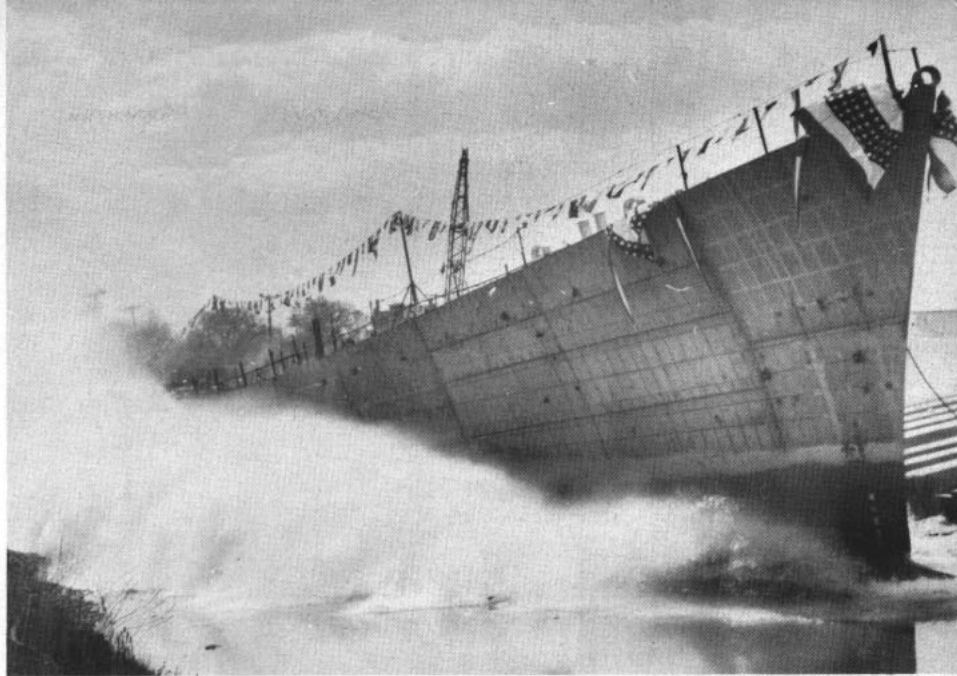
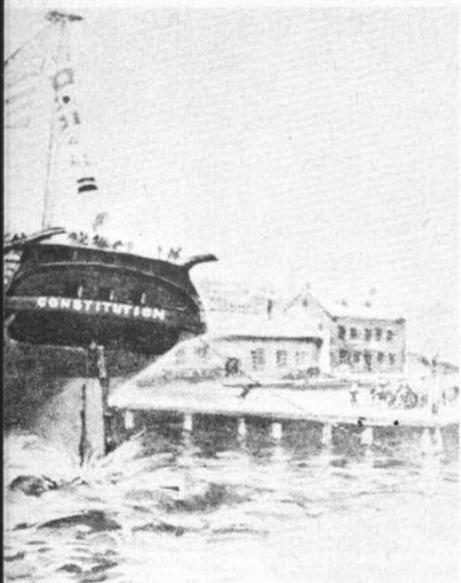
In the earliest days of the ceremony, history records that human sacrifices were sometimes offered to pagan deities in return for the safety of the ship's crew. As the pagan gods became less demanding, sheep or oxen were offered as substitutes.

Christening a ship by breaking a bottle of wine on its prow is believed to be a survival of the ancient custom of dedicating each vessel to the protection of a favored national deity. In the days when this type of dedication prevailed, the ships often bore images of the pagan figures to whom they were dedicated.

Early Greeks and Romans, for example, splashed their ships with red wine offered in the name of Bacchus, god of wine, or Neptune, god of the sea. Their ships were normally adorned with figureheads in the image of goddesses. Later, the offering was made to the figureheads, which may be the origin of calling a ship "she."

During the Middle Ages, the cere-





USS CONSTITUTION was launched on third try. Rt: USS Henry B. Wilson (DDG 7) was launched sideways in Michigan.

# Out the Champagne

mony became a ritual over which a priest presided. It took on characteristics comparable to a baptism.

**I**T WAS AT THIS TIME that a libation of red wine, symbolic of blood, was used in the christening. It was poured from a silver goblet over the bow of the ship, the name pronounced and the ship launched as the goblet was thrown overboard.

In later ceremonies of this type a net was put over the bow of the new ship before the ceremony, to catch the goblet as it went over the side.

French fishing craft and merchant vessels launched in the 1700s were blessed by the clergy, but no wine was poured over the bow—it was served to those present at the ceremony, and drunk in toast to the new ship.

The custom of dampening the new ship before it entered the water was changed by the U. S. Navy. In the old days a ship's sponsor would go aboard and break the bottle of water or wine over the bow as the ship struck the water, simultaneously pronouncing the name. Sponsors were thus launched with the ships.

The earliest U. S. ships were named by naval officers. Commodore John Paul Jones launched the first U. S. ship of the line, *America*, on 5 Nov 1782, and many other famous officers named later ships.

Contrary to modern practice, wom-

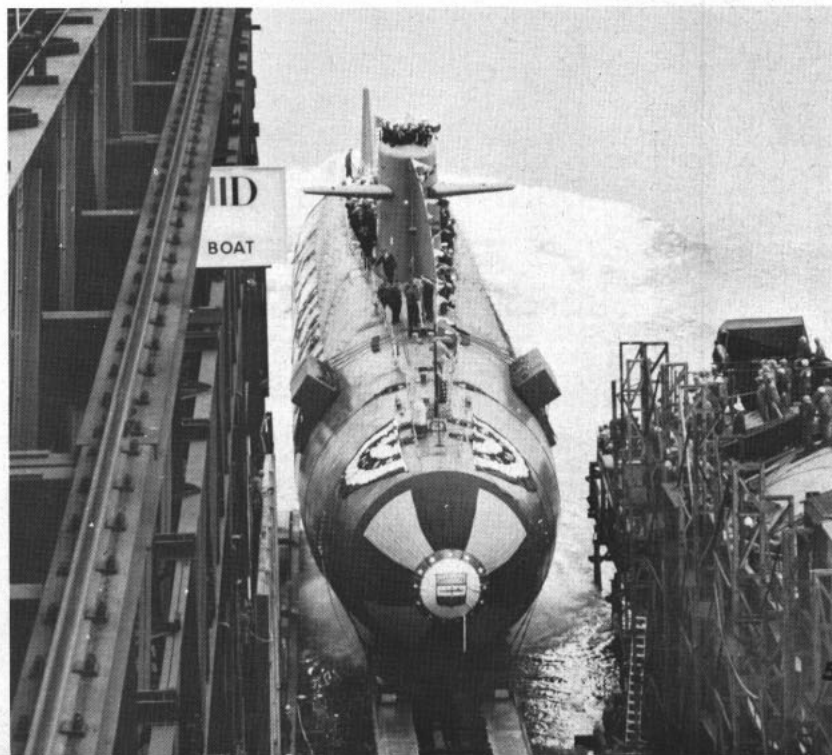
en were not allowed to christen ships until the 18th century, when the Prince of Wales broke precedent by inviting ladies of the court to act as sponsors.

The first U. S. ship to be christened by a woman was the sloop-of-war *Concord*, launched in 1828 by a "young lady from Portsmouth." (In those days women were not named in the newspapers.) From that time on, few men christened ships. In

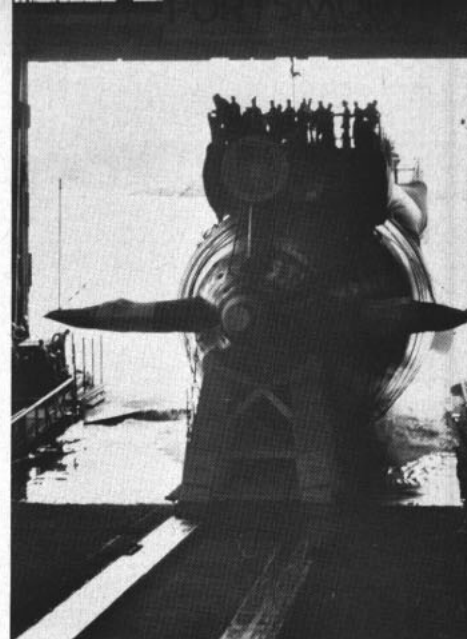
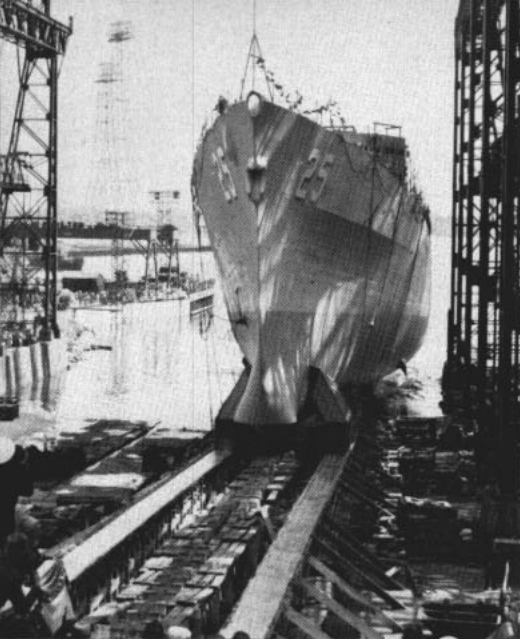
1898, the Navy Department made it official policy to select only women as sponsors.

**L**ITTLE HAS BEEN DONE to change the traditional ceremony in the U. S., but there have been unusual occurrences at launchings. In 1858, *uss Hartford* was launched by three sponsors. In order, they used Hartford Springs water on her bow, Connecticut River water on her figure-

POLARIS sub *USS Lafayette* (SSBN 616) hits water for first time at christening.







NUCLEAR frigate *Bainbridge* enters Fore River. Center cut shows bottle wrappings. Rt: *USS Jack* goes down the ways.

head and sea water on her bow.

When *uss Chicago* was launched in 1885, three doves were released from red, white and blue ribbons to celebrate the occasion.

With the exception of those ships launched during the prohibition era, U. S. naval ships have nearly always been christened with wine—usually champagne. Tradition has it that “Old Ironsides,” *uss Constitution*, refused to be launched with water. Water was used twice to no avail. On the third attempt, a bottle of choice old Madeira was broken on her bow—and she slid down the ways.

LAUNCHING of carrier *Independence* was done in drydock, as with other large ships. First wetting of ship’s keel was performed by opening flood gates.

The first ship to be launched with wine after Prohibition was *uss Cuttlefish* (SS 171) on which a bottle of champagne was broken 21 Nov 1933.

It is now considered unlucky for plain water to be used in the christening ceremony. Champagne has replaced water and other wines as the liquid used.

AT ONE TIME it was customary for the sponsor to throw the bottle of wine at the ship’s bow at the proper moment. This method had one drawback—the bottle sometimes missed its mark and hit spectators.

In one instance, the injured person sued the British Admiralty for damages.

As a result, the use of a line or lanyard securing the bottle to the forecastle came into being, and is still used today.

To prevent the jinx of a bottle that fails to break, many shipyards furnish a “jinx-buster” for the launching. He makes sure that the bottle is broken on the prow before the ship slides beyond reach. He also has the job of retrieving wild swings.

Another safety device is the mesh jacket put around the champagne bottle. This casing prevents flying glass from injuring onlookers. It also preserves the shape of the bottle to some extent. Traditionally, the remnants of the bottle and jacket are presented to the sponsor after the christening.

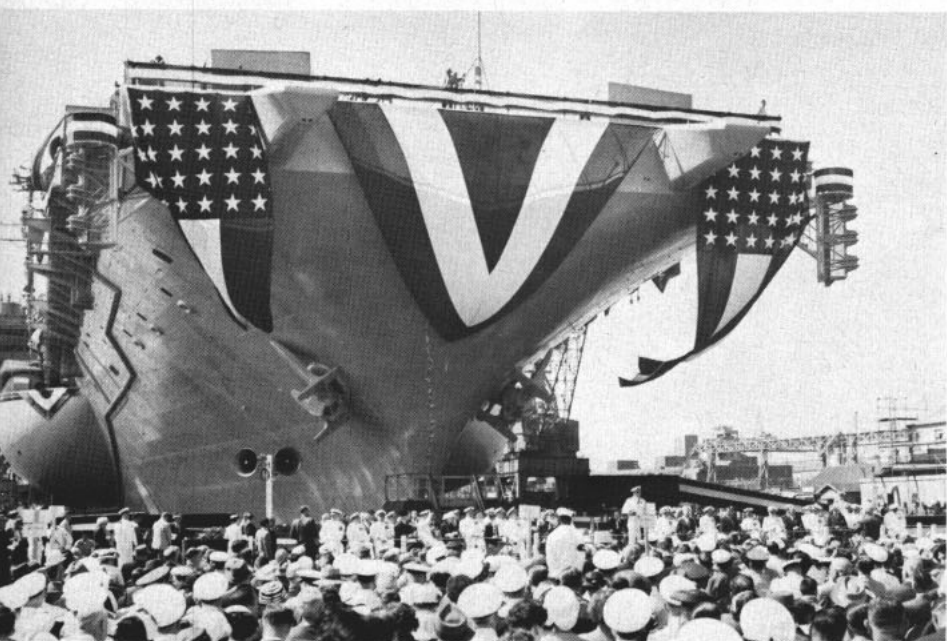
It was once the custom for officials of the Navy yard or shipbuilding company to designate sponsors for new ships. In recent years, however, the Secretary of the Navy has designated them.

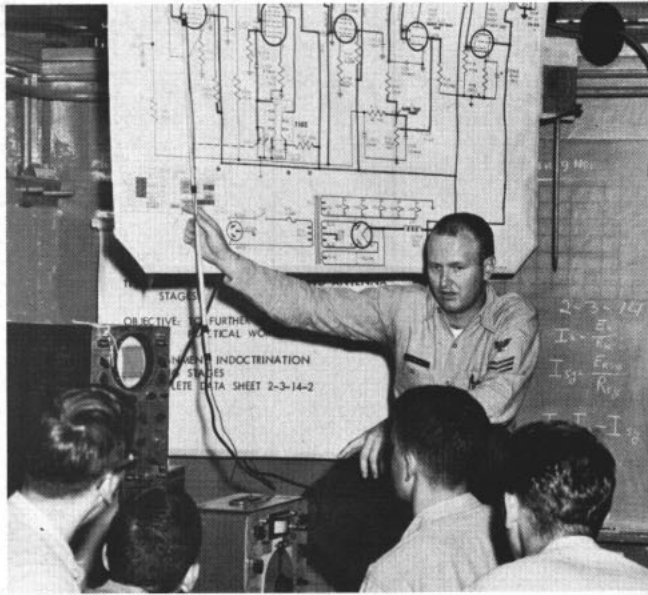
When ships are named for individuals, the sponsor is usually the senior lady who is a direct descendant of the person for whom the ship is named. Cruisers, named for cities, sometimes have as a sponsor the wife of the governor or the wife of the mayor of the city.

In other cases, sponsors are chosen from those closely connected with the Navy.

Most ships carry a bronze plaque stating when, where and by whom the ships were launched.

—Kelly Gilbert, JO2, USN





**BASIC FACTS**—Student trouble shoots radar timing circuit. *Rt:* Instructor traces signal through a receiver.

## They're All 'A' Students

**T**HE OLD CLICHE that the strength of a house lies in its foundation might well be applied to the 19-week Avionics Fundamentals school located at the Naval Air Technical Training Center, Memphis, Tenn.

The school, which is the largest of its type in the Navy, provides instruction in the fundamentals of avionics and qualifies students for either class "A" Aviation Electronics Technician Schools; the Antisubmarine Warfare Course; Aviation Fire Control School; or the Training Device-man School.

A curriculum development board and civilian educational specialists are maintained to insure that current equipment and the latest teaching methods are used.

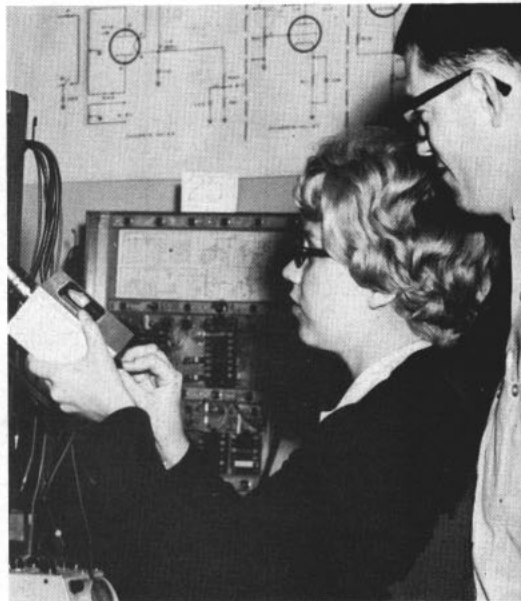
Four major phase tests throughout the course, and an over-all final at the end of the 19th week have to be passed by students in order to successfully complete the school. Students are assigned to class "A" school by preference if possible, but the Navy's need for ATs, AXs, TDs, and AQs is first taken into consideration.

After completion of the Avionics Fundamentals School they have a general knowledge of basic electronics circuits; a basic skill in printed circuit soldering and repair techniques; and an understanding of the use of primary Navy electronics test equipment.

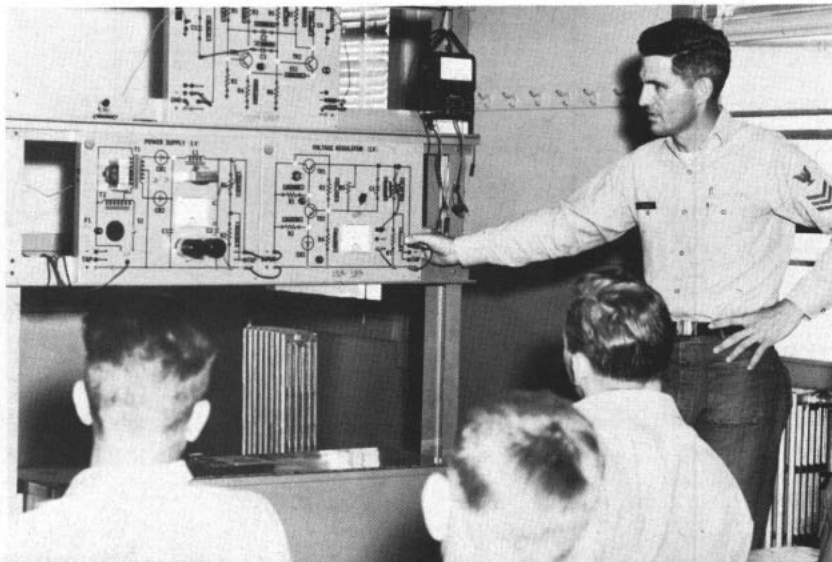
Throughout the course the students receive a curriculum of study which includes: the alternating cur-

rent theory, receiver theory, tube theory, transmitter theory, transistor semi-conductor theory and basic radar theory. In the 16th week of training the students are tested to determine which Class "A" school they are best qualified for after finishing avionics fundamentals.

Currently undergoing study in the school is a plan to increase the much needed time of manpower in the Fleet by combining and condensing the 19-week Avionics Fundamentals School and 11-week Aviation Electronics Technician Radar Course, Class A. This would consist of 14 weeks of AFU(A) training and eight weeks of ATR(A) training and is expected to continue meeting the standards currently set forth in both courses. —Fran Doqias, JOSN, USN



**IN TRAINING**—Student puts lessons to the test. *Below:* Transistor study.





# Getting Lost Gets Harder All

**"TAKE OFF YOUR HAT,"** the skipper roared at the ship's navigator. "If your calculations are correct, we are now in Westminster Abbey."

This might have made a good sea story once upon a time, but not any more. It's so far from reality it isn't even funny. The Navy's entry into the space program has changed all that.

One facet of the navigation-space idea is the Navy Navigational Satellite System, now being operated by the Navy Astronautics Group (NAG). The system was developed to assist in providing highly accurate navigational fixes required by the Navy's complex weapons systems.

The whole idea is a practical application of the Doppler shift. (Consider the whistle of a fast freight train as it approaches you. Its pitch

appears to be higher during approach and decreases sharply as it passes into the distance. This is Doppler shift.)

By measuring the shift in radio signals broadcast from the satellites, and figuring out the position of the satellite, a ship's true position can be determined.

But it's not that simple. The system consists of orbiting satellites and a ground system of tracking stations, injection stations, operations and computer centers and the shipboard equipment necessary to read out the navigational information.

Let's whip around the earth a few times with a Navigational Satellite and see exactly how the system works.

First, the satellite passes over one of the tracking facilities (located at

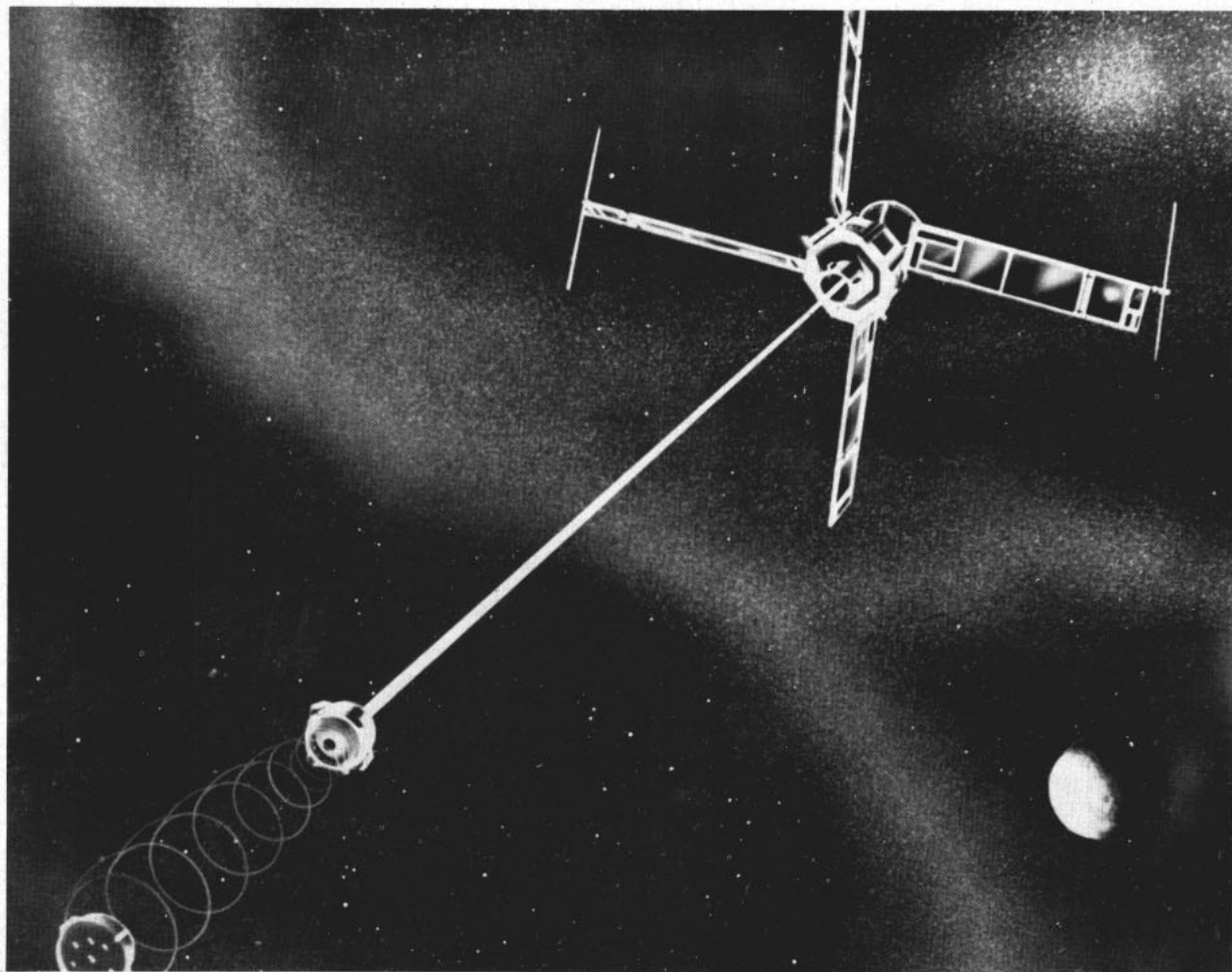
Wahiawa, Hawaii; Point Mugu, Calif.; Rosemount, Minn.; and Prospect Harbor, Maine.) As it passes overhead, the facility measures and records the Doppler shift from the satellite's radio signals, information from the satellite's memory, and a time signal.

The facility transmits this information to the operations center at Point Mugu, which automatically passes it to the computer center.

**A**FTER A FEW such passes, the computer comes up with the exact orbital path of the satellite and predicts its position at regular intervals for the next 16 hours. The computer then generates a message which goes to one of the injection facilities.

On the next pass, the injection facility transmits the new position pre-

OPERATIONAL satellite is small, weighing only 110 to 160 pounds. Normal life span in orbit is about two years.



# the Time

dictions to the satellite. A portion of the message is transmitted back to the injection facility from the satellite.

The message is checked for accuracy and compared with the original transmission. If it is not right, there is time for two to six more injection attempts before the satellite passes out of range. When the message checks out correctly, it may be used for navigation.

Armed with information about its correct location, the satellite broadcasts continuously, automatically selecting new position information every two minutes.

When one of the satellites approaches a ship equipped with satellite navigation equipment, time markers and the orbital positions are received simultaneously with the recording of the Doppler shift. This information is fed into a small computer.

After computing the ship's true position and the correct time, the computer types the results for the navigator.

**T**HE PRESENT SYSTEM includes a constellation of three satellites, one of which is powered by radioisotopes. The others are powered by solar cells.

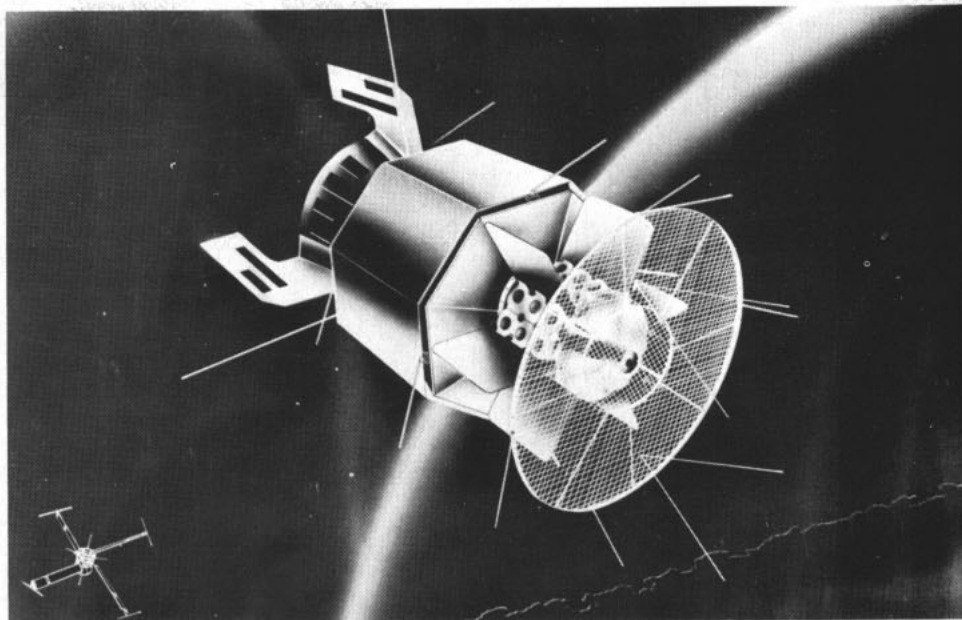
Circling the earth on polar orbits, the satellites pass over every part of the world periodically due to the planet's rotation, making the system extremely versatile.

It is possible for ships to obtain accurate navigational fixes anywhere on earth.

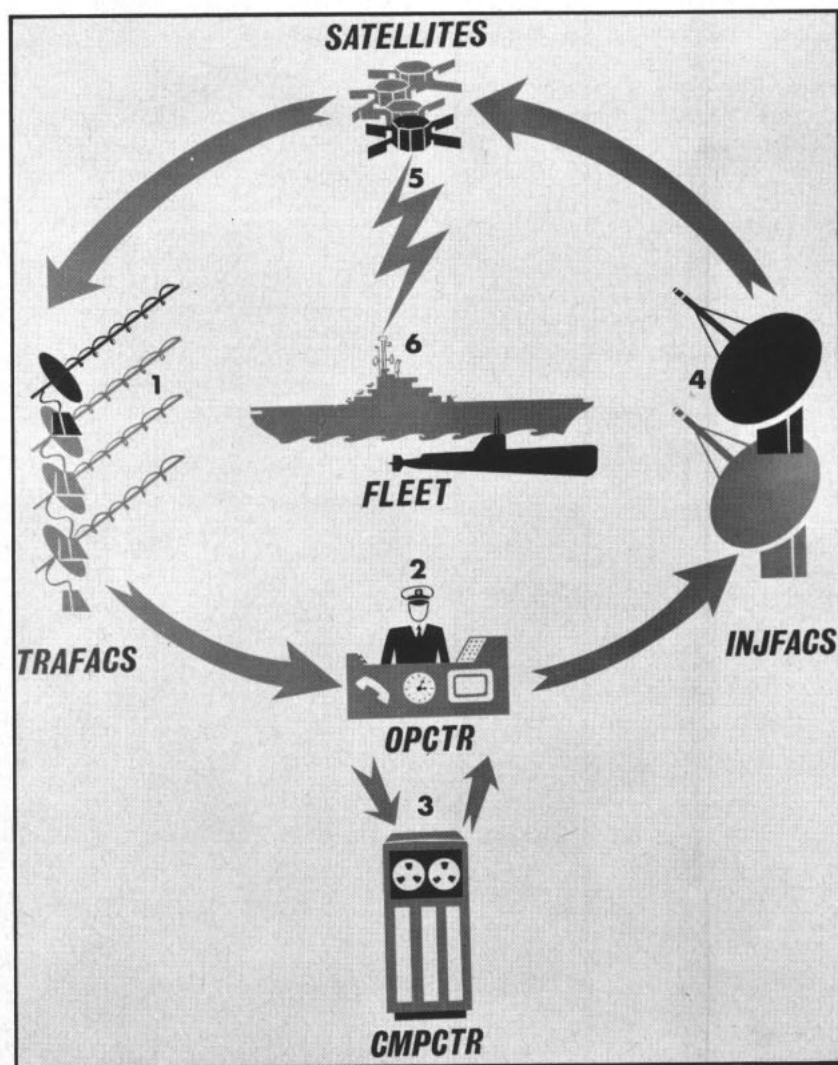
Another advantage of the NNSS is its extreme accuracy everywhere in the world, including the Polar regions, where taking fixes on position has plagued navigators for years. Navigation satellites are also accurate enough for survey work, and can be used to chart otherwise inaccessible areas of the world.

Unlike celestial navigation, which requires clear skies, the system has an all-weather capability.

Receiving equipment and the necessary computers are now in use by a number of Fleet units. Nuclear Task Force One used the satellite system extensively during its Sea Orbit cruise shortly after it became functional in 1964.



THIS COMPACT navigational satellite is powered by nuclear reactor, others by solar cells. Below: Chart shows sequence of processes in navigation system.





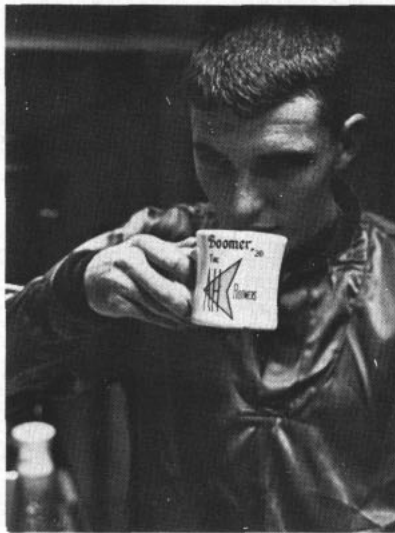
# Tribute to the Plane

**R**AY WEICHBRODT is a brownshirt. He plays nursemaid to A1-H Skyraider number 202 on the carrier USS Coral Sea (CVA 43). Ray's under 21, has attended one Navy school, wants to learn hydraulics and earn his third class crow—in short Ray is a pretty average plane captain.

He joined his outfit, Attack Squadron 165, in mid-1964 and was almost immediately assigned to the line division. After two weeks of apprenticeship he had learned enough about oil leaks, fueling, turning up engines, taxiing and parking to be assigned his own "Bird."

The first Skyraider was introduced into the Navy in March 1945, the month and year Ray was born. Atkron 165 has 11 more Skyraiders, pampered by other brownshirts. Parked beside Coral Sea jets, the old prop jobs look like something from another era, but are perfectly suited to certain types of strike missions.

Shortly before Atkron 165 deployed with the air wing aboard Coral Sea, Ray was sent to a corrosion control school at NAS Alameda, where he learned how various liquids (especially salt spray) affect aircraft skin. He returned to his outfit, went to sea on a couple of last-minute qual cruises, then deployed with the flat-top on 7 December. Several weeks later Coral Sea was on station in the



**BROWNSHIRT** Ray Weichbrodt takes a coffee break while waiting for his plane to return from air mission.

South China Sea and Ray was pre-flighting and loading his bird for air strikes against North Vietnam.

**R**AY'S DAY BEGINS with the call to flight quarters, often between 0500 and 0630. He has a few minutes to square away his rack, then mans his bird.

The first launch is usually scheduled a couple of hours after flight quarters is called, but Ray readies

his aircraft as quickly as possible. Never can tell when the launch might be moved up.

First thing he does is remove 202's hurricane tiedown chains. He attached them last night to keep his bird from blowing overboard in heavy weather. He then cleans the salt spray from the canopy, checks the aircraft for hydraulic fluid leaks and inspects the machine guns for broken safety wires.

After making sure 202's fuel tanks are full and there is water in the pilot's canteen, his bird is ready. Ray is then relieved for chow—he doesn't worry about missing breakfast, since most deployed carriers feed around the clock.

Except for chow, Ray is expected to spend his entire day sticking around his bird, but he doesn't complain. He doesn't usually have a chance to spend more than five hours in the rack at night, and standing by gives him a chance to catch up on sleep.

**W**HEN THE PILOTS come topside to man their planes, Ray and the other captains of the "go" birds meet them and report the aircraft's condition. While Ray readies the cockpit the pilot makes his own preflight check of the plane. Often, however, the aviator's mind is full of weather conditions, ordnance loads, target

**LEISURE** is spent near flight deck. **Center:** Salt spray is wiped from windshield. **Rt:** Final check under plane.



# Captain

areas, rendezvous points and code signals. It's very comforting to have a good plane captain.

Engines are started, props are revved up and Ray removes the tie-down wires from 202. He crawls behind the whirling props to check the engine cowling. When the word is given, the chocks are pulled and the bird is taxied onto the cats. Ray follows. After his charge is airborne he goes down below to the line shop.

Ray's plane may be airborne for six hours—sometimes longer—since staying power is one of the *Skyraider's* advantages. In the meantime the plane captain may help out on an aircraft which is down. Perhaps, if he has time, he can run down to the hydraulics shop to learn what he can.

When the plane returns Ray will meet it. He'll wipe her down to prevent corrosion, tie her down with hurricane chains and fill out the daily inspection sheet. If a strike is scheduled for the following day ordnance will be loaded at night and Ray will help load it.

**R**AY, LIKE EVERYONE else on the flight deck, has long since learned to keep his ears open and eyes peeled. He was once blown against the island structure by a jet blast, but plane captains usually manage to look out for one another. "I've knocked down other guys when I've



**FILL 'ER UP**—Plane captain watches oxygen tanks being filled before flight.

seen a jet turning its tail toward them," says Ray, "and I've been knocked down myself."

After a few months topside a plane captain becomes a real flight deck professional. Occasionally, after a night hop, a pilot will ask his brownshirt to lead him off the flight deck rather than chance the props and jet blasts by himself.

This is just one indication of the reliance and confidence a pilot has in his plane captain.

—James F. Falk, PH1, USN



**LAST CHECKS**—Weichbrodt helps pilot strap into cockpit. *Rt*: Final fuel check is made. *Above*: Ready for launch.





# SALTY

pany. The readiness of the combination Regular and Reserve crew is required to be up to Active Fleet standards.

ONCE EACH MONTH the destroyer's Reserve Crew reports aboard, usually arriving Friday night and remaining until Sunday evening. If the ship experiences difficulties and stays alongside for the weekend, the Reservists work side by side with the Regulars to rectify the problem. Otherwise *Powell* puts to sea and the Reserve crew accumulates a little salt. During the summer the Reserve crew reports for a two-week cruise.

Most of the ResCrew Navymen are E-4s and above who have spent at least two years with the Active Fleet. Many are veterans of World War II who like the Navy and want to do their part in any way possible.

Reserve Crew training, of course, accounts for a relatively minor part of *Powell's* time, despite its priority. During other periods, the destroyer provides training for the Com 11 Reserve Fleet Augmentation Component and also trains surface Reservists from inland stations during annual two-week active duty for training periods.

*Vammen* and *Marsh*, Group II Reserve destroyer escorts, have a reduced nucleus crew allowance of approximately 2 officers and 40 enlisted men. During periods when the Reservists are not on board, this crew is responsible for ship maintenance and upkeep. The Reserve Crew allowance is composed of the difference between the nucleus crew allowance and the wartime complement.

Like *Powell*, *Vammen* and *Marsh* go to sea with their Reserve crews one weekend per month and conduct training exercises. They do not, however, cruise with other Reservists, as their full-time crew is too small to go to sea with a comparatively green group.

Though not technically in commission the two DEs could be expected to put to sea if called, and act as active Fleet ASW ships.

THE THREE SHIPS normally provide for their Reserve Crews to come aboard on the same weekends, allowing the ships to go to sea together and conduct multi-ship training exer-



WEEK END DUTY—Reserve quartermaster plots position of USS *Marsh* at sea.

USS *VAMMEN* (DE 644), *Marsh* (DE 699) and *Halsey Powell* (DD 686) are Naval Reserve Training (NRT) ships out of Long Beach, Calif. Like 35 similarly designated destroyers and destroyer escorts scattered along both coasts and on the Great Lakes, the three ships train Ready Reservists in ASW warfare and remain ready to deploy within 24 hours if called.

Of the three ships *Powell*, the destroyer, is a Group I commissioned vessel. *Vammen* and *Marsh* are Group II NRT ships and are in service but not in commission.

*Powell* is typical of the commissioned NRT ships. She has an active duty allowance of approximately 124 enlisted men and nine officers, including the CO, assigned through normal Navy distribution channels.

The remainder of *Powell's* complement, about 170 enlisted men and officers, is filled by inactive duty Reserve Navymen from Long Beach and the surrounding area who volunteered for assignment in the ship's Reserve Crew.

*Powell's* primary mission is to train her Reserve Crew to operate as an integrated part of the ship's com-

NRT SHIP—USS *Vammen* is a Group II Reserve DE homeported at Long Beach.



# CIVILIANS

cises. Periodically the three ships undergo a joint ASW training exercise monitored by observers (referees) with scoring pads. These competitive exercises include a submarine hunt with air support from Reserve ASW air squadrons, both helo and fixed wing, based at nearby NAS Los Alamitos. Such competitive exercises are almost identical to those used by the Regular Fleet, and the Reservists are expected to do as well as their active counterparts.

On the Friday evening before such an exercise, Reserve crewmen report to their ships, which are usually berthed together at the far piers of the Long Beach Naval Base mole.

There is an air of anticipation as the men draw their linen and locate their racks. Aboard the DEs the Reserve CO takes command from the Regular Navy officer-in-charge, normally a lieutenant, who then assumes responsibilities as a part of the ship's complement.

The chow's good aboard Reserve ships, and most of the men make a point of not eating before reporting. The chow lines are long.

After the evening meal, the ship's officers meet in the wardroom with the Los Al airdales, officers from the Com 11 Reserve Destroyer Division Staff, and umpires. Planning is conducted and a rendezvous is arranged for the following day. Chances are they'll meet the "enemy" submarine in the waters around San Diego. Because of sea conditions in that area, tracking is extra difficult. Consequently, the San Diego area is an excellent place to practice.

The three ships get underway the following morning, usually before 0800. *Powell's* skipper is a Regular, but the old men on board both *Vammen* and *Marsh* are weekend sailors. You can't tell it by their exit from port.

**W**HEN THE SHIPS are on station they are joined by S2Fs and helos, make contact with the sub, deliberately lose contact, and the hunt begins.

Observers on the bridges of the three destroyers make notes. Chances are there will also be an SNB circling overhead, containing an umpire-pilot who keeps an eye on the performance of the airdales.



ON CRUISE—Reserves and active duty Navymen form crew of *Halsey Powell*.



SEA SCHOOL—Reservist aboard *USS Marsh* checks surface water temperature before dropping BT. Below: A typical scene on *Vammen* during training cruise.







IF NEEDED—Monthly cruises keep crews of NRT ships ready to sail. Below: Transfer by copter while on NRT exercise.



The helos hover and lower their sonar gear into the water. S2Fs make passes over the suspected sub and, when tipped off by the Magnetic Detection (MAD) gear, drop smoke flares. From the air the smoke signals clearly mark the path of the sub.

When the submerged vessel is adequately pinpointed, the three destroyers head in for the kill, firing low-charge hedgehogs and throwing over hand grenades to simulate depth charges. After each pass the submarine commander releases a bubble of air which indicates, to those on the surface, how accurate the attack had been.

As the day ends the Long Beach destroyers will probably pull into San Diego, allowing the Reserve Crew to have a bit of out-of-town liberty. San Diego-based NRT ships usually pull

into Long Beach at the end of the Saturday at sea.

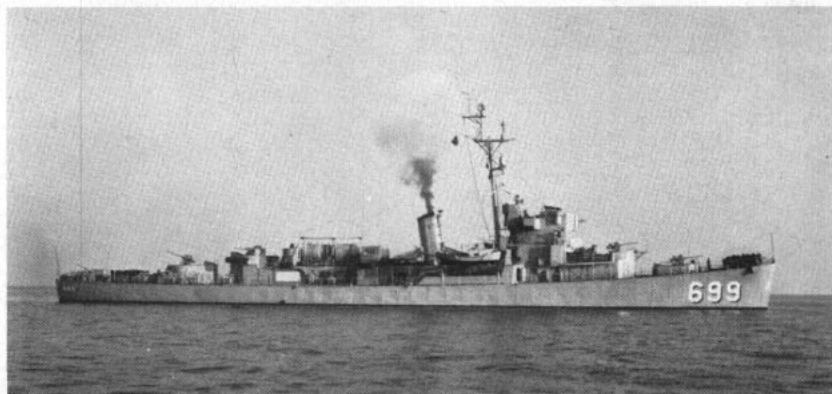
The following day the ships go back to sea for more exercises.

Reserve crews on *Powell*, *Vammen* and *Marsh* live in or near Long Beach. Not so the Reserve Crews of the squadrons which support the surface craft. On the Friday night before an exercise Weekend Warriors may be ferried into Los Alamitos by a whistle-stop Reserve transport plane which goes as far east as Albuquerque. On Sunday they return.

Both the surface and air ASW units were called to active duty during the Berlin crisis and operated with the Fleet for one year. They were given 30 days' mobilization notice, for convenience, not necessity. They could have deployed in 24 hours.

—Jon Franklin, JO1, USN

LONG BEACH based *USS Marsh* (DE 699) serves as Naval Reserve Training ship. Rt: Reserves of *USS Vammen* man stations as they perfect specialty at sea.





VENICE VISIT—USS *Springfield* (CLG 7) moors to buoy in lagoon. Below: Crew members check guidebook while on tour.

## Springfield in Venice

WHEN THE GUIDED missile cruiser USS *Springfield* (CLG 7) dropped the hook in the lagoon at Venice, Italy, it marked the beginning of good liberty for the crew.

The 610-foot cruiser moored opposite St. Mark's Square and chalked up *Springfield's* first visit to this historic port. For the people of Venice this was the first time in almost two years that a U. S. warship of this size had paid them a visit.

With her twin *Terrier* air defense missiles pointed skyward from her fantail, *Springfield's* modern lines made a sharp contrast with the tall bell towers, graceful old domes and ornate facades of the city. In the canals and the lagoon her boats also

made a contrasting picture as they cruised among the gondolas and vaporetti. At night her silhouette was traced by several hundred lights, outlining her hull and strung from bow to stern across the top of her three masts.

More than 2000 persons visited the ship during the two afternoons her decks were open to the public. Several thousand Venetians and tourists attended a concert by the Sixth Fleet Band held in St. Mark's Square.

Before *Springfield* returned to Sixth Fleet flagship duties the crew entertained 40 orphans from Nicole Orphanage, leading the children on a tour of the ship and treating them to lunch in the crew's mess.



NAVY TREAT—Sixth Fleet Band holds concert in Piazza San Marco. Rt. *Springfield* crewmen head for liberty in Venice.



AUGUST 1965





# ASSIGNMENT



**DOWN TOWN**—Picturesque palm trees line the Avenue Haile Selassie in the African town of Asmara, Ethiopia.

*Looking for an unusual assignment? Try this—it's with a naval communication station in an African nation as old as the Bible.*

**N**AVCOMMSTA Asmara is located in the province of Eritrea, Ethiopia, at an altitude of 7600 feet. The station's primary mission is that of providing communications to the Indian Ocean area. The station also provides limited logistical support to ships of Commander, Middle East Force making calls at the port of Massawa, Ethiopia, on the Red Sea.

NAVCOMMSTA enjoys a unique position as a tenant activity of the Army. Kagnew Station comprises eight separate sites in and around Asmara, the furthest being a tract which is the location of the Navy Radio Station (T). All support functions of the Army and Navy communications stations in Asmara are operated by the Army.

Other tenant activities include an Army communication station, an Air Force air survey team and the U. S. Communications Command, Middle East.

Ethiopia is one of the oldest nations in the world, with a history that can be traced back 2,000 years. The emperor of Ethiopia is regarded as a direct descendant of the union between Solomon and Sheba. In 1896, Ethiopia hit the modern headlines for the first time while fighting

the Italians at the Battle of Adua. The Battle of Adua proved decisive; the Italians were beaten and did not attempt invasion of Ethiopia until 1935. That year the Italians, under Mussolini, were able to overrun Ethiopia. They captured its modern capital, Addis Ababa, in May 1936. British and Indian troops entered Eritrea in 1940 from the Sudan. After bitter fighting around the mountain fortress of Cheren (50 miles northwest of Asmara), the Allied forces entered Asmara on 1 Apr 1941. The emperor was able to return to his capital a month later.

In 1952 Eritrea was federated with Ethiopia. The federation ended in 1962, and Eritrea was united with Ethiopia as a province.

**K**AGNEW STATION has been in existence since 1942. The Navy has been in Asmara since 1946, and in 1947 the station was designated a Navy communications unit. In 1961 the unit was designated a communication station. The word Kagnew means to bring into harmony or to bring order out of chaos.

The main site of Kagnew Station is Tract E, which contains the following support activities:

An interdenominational chapel with a seating capacity of 220 and overflow space to accommodate 150 additional persons.

A modern multi-floor barracks and

apartment units, used to house station personnel. Navymen share a barracks with the Army.

A motion picture theater shows five films weekly. Asmara also has a small movie theater.

An indoor swimming pool, gymnasium, ten-lane bowling alley, tennis courts, softball diamond (with lights), miniature golf course, and handball and volleyball courts offer a varied athletic program.

A dependents' school, providing classes for children from kindergarten age through the 12th grade.

A combined laundry and dry cleaning plant with new equipment.

An Armed Forces Radio and Television Station. (Television programs are three to six months behind those shown in the States.)

A finance office, for such services as cashing money orders and government checks and selling travelers' checks. The Kagnew Station credit union also provides a place for savings and sells travelers' checks.

Other important facilities include a veterinary service, post exchange and snack bar, commissary, service club, craft shop, library, auto hobby shop and clubs for officers and enlisted men.

There is an 18-hole golf course run by the city of Asmara. It is described as unique, in that the hazards consist of rocky fairways, sand greens and wandering mules and goats.

# IN ASMARA

**F**OR THE deep sea fisherman, the Red Sea offers some of the best fishing in the world. Boats are available at Massawa. There is also a good beach at Massawa, and many personnel and their families take advantage of the fine weather there; however, temperatures rise to 135 degrees during the summer.

The Army operates the R & R Hotel at Cheren, which is available to all personnel and their dependents. Plans are also in progress for another R & R Hotel in Massawa.

There is also opportunity for travel throughout Ethiopia. Many people take their families on trips to Axum (former Ethiopian capital), Addis Ababa and Lake Tana (origin of the Blue Nile).

Hunting is a major recreational activity, but is closed at present. When open, the ardent hunter can find such trophies as gazelle, wart hog, hyena, jackal, and kudu. Bird shooting is considered excellent.

For the hunter with money, a safari in Kenya is in order; safaris range from \$1000 to \$1500. Several men have made hunting trips in the Sudan at very reasonable costs. Game available in the Sudan and Kenya includes everything the ardent hunter would want.

For the traveler and photographer, the Army Special Services Office organizes trips to the Holy Land and Kenya at very reasonable rates. In addition, MATS flights are available to Cairo, Aden and Beirut.

**G**OVERNMENT quarters are very limited, and local housing is considered critical at the present time. The Army is in the process of constructing some new units, but the completion date is unknown. Personnel with families arriving in Asmara

will have to stay in a hotel until they are able to obtain local housing. The waiting period for local housing is about six to eight weeks. While in a hotel, personnel are authorized to draw per diem for a period not to exceed 60 days. The waiting period for government quarters is 18 months. Eligibility for government quarters commences when dependents arrive in Asmara. Personnel in grades E-8/9 will be placed in the number three position on the waiting list. Others will be placed at the bottom of the waiting list for either a two or three bedroom house on a first-come, first serve basis.

NAVCOMMSTA Asmara is served by a well equipped, modern U. S. Army hospital. Personnel and dependents suffering a serious injury or disease or requiring major surgery are air-evacuated to Germany.

The dental clinic, in addition to routine dental work, offers orthodontic services.

For the man or dependent who desires to further his education, the University of Maryland offers several courses at Kagnev Station, including Italian, mathematics, business, English and economics. As instructors become available, additional courses are offered.

**Y**OU WILL ENJOY your tour of duty in Asmara; temperatures during the day range from 65 to 85 degrees, never becoming uncomfortably warm. During the evening, temperatures drop rapidly to the low fifties. The rainy season is normally from the end of June to the middle of September, during which time you may expect intermittent rains of about an hour each day. Following the rains are the winter months, when the night temperatures fall to



**NAME TAG**—Distinctive plates mark automobiles of military personnel.

about 40 degrees.

Navy wives will appreciate the fact that domestic help is available at about \$15 to \$20 per month. Even so, many wives find not enough time to accomplish all they wish.

Two enlisted men's clubs offer a wide variety of entertainment, from bingo to Monte Carlo Night, with periodic parties and dinner dances.

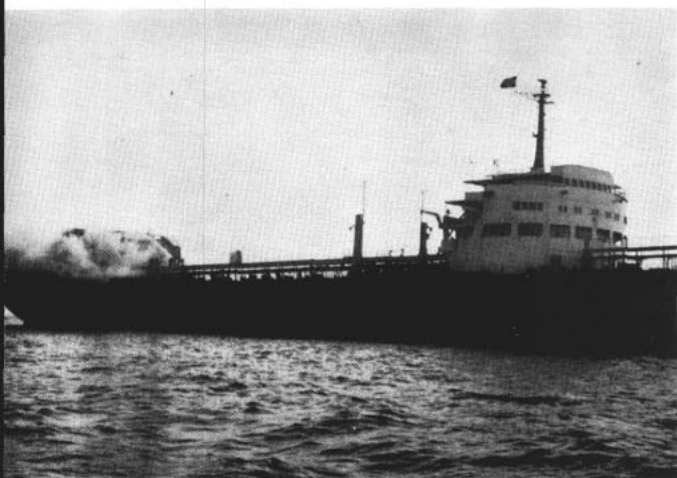
Upon receipt of orders, personnel desiring to serve a tour accompanied by dependents should have their command send a message to the station requesting entry approval. Upon receipt of the message, NAVCOMMSTA Asmara will obtain the approval from the Army, assign a sponsor, and forward the approval and sponsor's name to your command. Your sponsor will correspond with you and give you all the information.

Tour lengths for Navy personnel in Asmara are 30 months for personnel accompanied by their dependents, 12 months for personnel who elect to serve an unaccompanied tour, and 18 months for single personnel.

**THE MODERN** barracks at Naval Communications Station, Asmara are shared with Army personnel stationed there.







FIRE ABOARD Norwegian tanker *Ferncoast* was fought for eight hours by USS *Mountrail* (APA 213) men near Crete.

# HELPING HANDS

*A collateral duty of U. S. Navy-men is lending emergency aid to those who need it. The Navy may be called upon at any time, anywhere in the world, to help in almost any situation—fire, flood or earthquake. The following stories are examples of how the call for help is answered.*

## Rescue Mission in Minnesota

**A**N 80-YEAR-OLD man sat on the roof of a farm building and clutched a jar of money. Around him swirled the dirty flood waters of the Blue Earth River. The man had little left besides the jar—his house had been washed downriver hours before and now the structure on which he perched threatened to give way.

Overhead was a Navy helicopter.

The pilot, Lieutenant Commander Jim Koloc, was having trouble trying to close in, for the half-submerged farm building was surrounded by 70-foot trees.

When the helo had descended as low as it could and still retain a margin of safety, the hoist operator maneuvered a sling down onto the roof. He succeeded—but the elderly man was unable to hold onto the sling. The rescue seemed doomed to failure.

After three futile attempts to climb into the sling, the old man slid off the roof and into the waist-deep water, apparently feeling the helo could reach him easier there. Perhaps it could, but he still couldn't hold onto the sling.

The pilot sat the helo down in a

snow- and ice-covered field about 50 feet away and Marine Sergeant Wilbur Harrison, a crewman, waded into the icy water and worked his way slowly upstream. Waist deep in water, surrounded by ice floes and with only ice for a footing he fell into the river with almost every step.

Finally reaching the old man, Harrison attempted to get him into the sling, but the victim was too weak to clench his fingers around the gear. Still, he kept a grip on the jar.

**S**EEING TROUBLE in the making, the helo's hoist operator, Aviation Machinist's Mate Second Class Robert J. Brancale, plunged into the water and headed toward the two men. Working together, the crewman finally succeeded in securing the old man in the sling.

Harrison stayed with the man while hoist operator Brancale half swam, half waded back toward dry land and the helo.

The chopper took off again and hovered over the pair in the water. While pilot Koloc held the bird steady, Brancale pulled the old man into the aircraft. Finally, Harrison came up via sling—the three-man rescue team had completed one more mission.

The wooden shed, upon which the old man had spent 16 hours, came loose from its foundations and washed downstream 10 minutes after he had left it. When the chopper sat down at Mankato Airport an ambulance was waiting to take him to the hospital for an examination.

**T**HE HELICOPTER CREW was part of Naval Air Station, Twin Cities, group which had volunteered to aid victims of the rising Mississippi flood waters. They had offered their services when Twin Cities was placed on emergency from the late spring floods. Most of the volunteers were Navy and Marine Corps Weekend Warriors. One Navy pilot came from Menominee, Mich., 250 miles away.

Squadrons involved were Reserve Helo Squadrons HS 811, HS 812, HS 813 and Marine Helicopter Squadron HMM 766.

Soon after the declaration of a flood emergency, helo flights began. By Saturday, 10 April, flood patrol sorties were leaving the station each hour between 0600 and 1700, and standby flights answered calls from the 14th Army Corps.

The helos served on rescue missions, flood patrols, aerial dike and dam watches and photo reconnaissance missions for the Navy, Army Corps of Engineers, Coast Guard, Civil Defense and Public Health Service. During ice blasting operations they airlifted a demolitions expert and explosives to an ice floe to plant dynamite charges. Lifejackets were taken by air to men working on water-washed dikes. Helos flew the Governor of Minnesota over the flooded area and transported Secret Service men when the Vice President made an inspection.

**T**HE MAN with the jar of money was their first rescue. There were others. Early on the morning of 13

April a helo piloted by Lieutenant Commander Glen Stokes (NAS Twin Cities NavCad procurement officer) took off from the Naval Air Station and proceeded toward the Delano power station. Once again R. J. Brancale manned the sling hoist.

Five men were trapped atop the roof of the power station, surrounded by waters too turbulent to permit rescue by boat. They were removed by helo and transported to a field northeast of town.

Before the helo could clear the scene it received another call: Two men were marooned on the roof of a nearby creamery. This second rescue of the day was an extremely touchy operation, for the roof of the building had a very sharp pitch, was bordered on one side by tall trees and by high tension power lines on the other.

The pilot jockeyed the chopper into position as far as possible from the obstacles on both sides and Brancale plucked the men from the peak of the roof. The two men were set down in the same field as were the five men previously rescued.

A day earlier a mercy mission flew a critically ill woman from Le Seuer, Minn., to NAS Twin Cities for transfer to a Minneapolis medical center.

**I**N STILL ANOTHER INCIDENT, a helo left NAS Twin Cities in response to a rescue call from the sheriff of Pine City, Minn. Two 19-year-old youths, caught in the rapids of the swollen Snake River, had been thrown into the water when the swift current whipped their boat out of control and bent it around a tree on a submerged river island. The two youths had grabbed a tree and clung there.

When friends awaiting them further downstream reported them missing, a search was begun. After they were located, two men set out to rescue them in a small boat—which also capsized, leaving four men clinging to trees in the middle of the Snake in the dark of night.

Night flying in a helo is a touchy business, but a UH-3D4 nine-passenger chopper loaned by NAS Glenview, Ill., did the trick. The four men were clear of the water by 0330.

A total of 122 flood emergency sorties were flown by NAS Twin Cities during the two-week period; 87 by Weekend Warriors and 35 by



**UP AND AWAY**—Navy copter from NAS, Twin Cities, Minneapolis rescues marooned workers from roof of power plant in stricken city of Delano, Minn.

station helo pilots. During the week-ends, Reserve Patrol Squadron VP-812 kept a Navy EP2E *Neptune* patrol plane aloft at 9000 feet over the flood area, running a communication relay for the helos.

—Dick Wood, JOC, USN

### **Costa Rica Thanks Seabees**

A U. S. Navy Seabee detachment has received special recognition from the President of Costa Rica, Francisco J. Orlich, for its work on a flood control project to save a Costa Rican city from devastating mud slides.

The Seabee team consisted of a Navy Civil Engineer Corps officer and 32 enlisted men.

Sent to Costa Rica a year ago at the request of the U. S. Agency for International Development (AID), the Seabees' mission was to help save the city of Cartago and the surrounding area from periodic mud floods coming from the slopes of

Irazu, a nearby volcano.

Vegetation had been gradually destroyed by falling volcanic ash, leaving the mountain slopes subject to mud slides. The volcano lies above Costa Rica's central valley, home of 70 per cent of the country's population. During the rainy season, unchecked avalanches of mud and boulders slide down the Irazu slopes to the flatlands below.

An earlier mud flood had taken the lives of 19 Costa Ricans.

The job of the Seabees was to divert the mud flow into an existing stream bed and construct dikes along its length.

Equipped with 270 tons of construction gear, the Navymen placed more than 700,000 cubic yards of material along the dikes, strengthened and rebuilt portions of the dike weakened by new floods and trained Costa Ricans to use modern flood control equipment and techniques.

**CBs helped clear Rio Reventado Channel in Costa Rica to divert mud-slides.**







**RESCUED**—Critically ill woman arrives at NAS, Twin Cities, on way to hospital.

In thanking the Seabees as they neared completion of their work and prepared to leave, President Orlich said they took with them "the gratitude and appreciation of the government and the people of Costa Rica."

Before departure, the Seabees also trained a group of Costa Ricans in the operation and maintenance of the heavy equipment used in the project.

The Seabees equipment, tires and spare parts, totaling over \$500,000 in value, was turned over to AID for transfer to the Costa Rican government.

#### **Warm Thanks from Tanker**

"The decks were so hot the water boiled under my feet." "Going aft, the decks burned the fire hoses." "My feet blistered through heavy shoes." "You could light a cigarette from the bulkheads."

That's the way a few U. S. Navy-men remembered their eight-hour stay aboard the Norwegian tanker *ss Ferncoast* earlier this year. They were members of a firefighting team from the Atlantic Fleet attack transport *uss Mountrail* (APA 213) who went aboard the tanker to put out

**CLEAN UP**—Navy-men help clean up Crystal Lake after tornado.



a fire which had been burning for several hours before they arrived.

*Mountrail* received the tanker's distress call in the early morning and steamed at flank speed for 12 hours before she reached the disabled *Ferncoast* (about 20 miles southwest of Crete).

By the time *Mountrail* had arrived at the scene, the crew of the Norwegian tanker had been transferred to the Swedish tanker *ss Hemland*.

By early afternoon, two medium landing craft (LCM), loaded with a 70-man firefighting party and their equipment, were sent to pick up *Ferncoast's* captain and the first and second engineers from *Hemland* before proceeding to the burning tanker.

*Ferncoast's* whole after section, including the engine spaces and crew's quarters, was ablaze. Flames licked 20 feet into the air from the main deck vents and the after superstructure.

Chief Warrant Officer Frank Marit, *Mountrail's* repair officer, was the first member of the firefighting party to board the ship. Here's his story:

"The entire engine room was an inferno. Four bunker fuel tanks were burning forward of the engine room and had ruptured the bulkhead into the engine room about a third of the way down.

"There was intense heat everywhere. The decks had to be continuously cooled so we could walk on them. It was a difficult job since the fire had been burning long before *Mountrail* arrived and had generated a lot of heat. It was the worst fire I had ever fought."

LTJG Gene Okeson, assistant damage control officer, was in charge of fighting the fires in the engine room, and the recurring fires aft in the dry

provisions storeroom, galley, after steering, reefer box and aft deck storage locker.

He recalls one problem common to everyone: "When water hit the bulkheads, it would flash into steam and hamper our vision. And there was always black smoke present."

Harry MacDonald, shipfitter second class, recalled, "We pumped water into one void for over an hour before the water quit flashing into steam. And we pumped water into the engine room from a skylight for over four hours. The steam and heat were so intense, they singed the hair off my arms even though I had a coat and gloves on.

"The appearance of the inside of the ship was unbelievable. It was twisted masses of metal. The deck had buckled so much that in some places it made pools of water 18 inches deep."

Howard Barse, damage controlman first class, was fighting the fire in the fantail area, and had quite a time with one reefer box. The fire recurred more than 15 times before his group could get the area cooled down. One reefer door melted off; it was so soft that it rolled up when it was moved.

Several times, the fires were thought to be out, but because of the intense heat, they reflash or ignited in a new area. Some spaces required flooding to prevent explosions.

After two hours of fighting the fires, it was obvious that more equipment was needed. Therefore, three more boats, in addition to the original two which had brought the firefighting party to *Ferncoast*, began shuttling food and equipment to the stricken tanker.

It took about eight hours to do it, but shortly before midnight, the fire was under control. Over 75 *Mountrail* crewmen had directly helped put out the fire, while everyone else, including the embarked Marine detachment, worked in support of the operation.

In extinguishing the fire over 30,000 gallons of foam were used. Everyone was back aboard *Mountrail* by midnight with no casualties except for minor burns.

After the fire was contained, *Ferncoast* was towed to the Greek port of Piraeus.

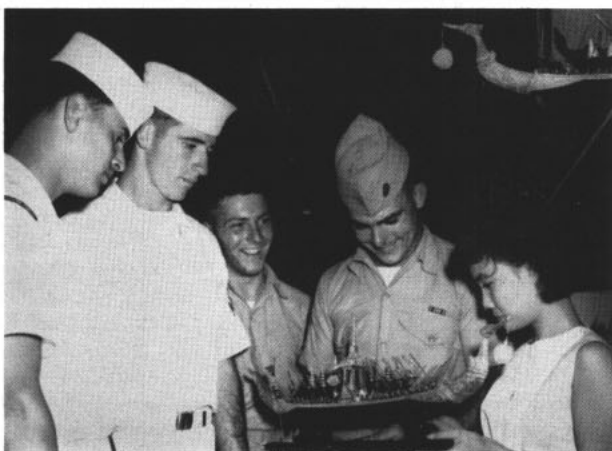
*Mountrail*, homeported in Norfolk, Va., presently is a unit of the Sixth Fleet Amphibious Force in the Mediterranean Sea area.



# Bangkok Tour

**M**EN OF THE United States Seventh Fleet made two landings in Thailand this year. The first was an all-out amphibious landing training exercise involving both the Royal Thai Navy and the U. S. Navy and Marine Corps (see ALL HANDS, June 1965, page 4). The second, under more relaxed conditions, came as a port call and liberty in the picturesque city of Bangkok. Crew members of the participating Navy ships toured the many interesting sights of the city and returned with gifts and souvenirs of the Far East for the folks back home.

*Clockwise from Upper Left:* (1) Taking a busman's holiday, many of the Navymen went on a boat tour of the floating market. (2) Ormate temples like this one were eye stoppers of the tour. (3) A model of the Royal Barge is displayed in one of the local stores. (4) Thai silks made an excellent present to take back home. (5) A tour guide explains the history of the towering Temple of the Dawn to Navymen and Marines.







## FOUR STAR FORUM



### Suppose You Were CNO for Sixty Minutes

#### Special Tour Sailors

I am writing this letter in an attempt to elicit discussion at all levels concerning the assignment of "Special Tour" sailors.

I am the operations officer at this command. In this capacity I act as division officer and immediate supervisor to approximately 60 enlisted men, E-2 through E-9.

Of this number an average of 35 come to us straight from boot camp and are assigned for a one-year or "special" tour. In my opinion, this is wrong. I think I can best illustrate my position with examples.

A. B. Seaman, SA, USN, and I. M. Navy, SA, USN, both graduated USNRTC at the same time. Both are of average intelligence, both have at least two years of high school, and both are motivated toward Navy life as a result of a well rounded tour in boot camp.

Seaman reports to USS *Anyship* and is assigned to the deck department. He works hard, has little difficulty in acclimating to shipboard routine because it is similar to his boot camp discipline. He spends a few rigorous periods at sea and after two years receives orders to shore duty. During his tour at sea he has had a chance to determine his niche in the Navy. He has a talent which can be used. When he reports to shore duty, he gets a little better liberty, civilian clothes, privileges and, above all, a feeling that his last two years have earned him these privileges.

I. M. Navy reports directly to shore duty from boot camp. His assignment is on a one-year tour. His initial reaction is: "Boy, this isn't the Navy I heard about in boot camp." After a period of time he becomes accustomed to the routine and he learns to like it.

When his one year is up, he gets orders to USS *Anyship* to relieve A. B. Seaman. Immediately his liberty is cut down, his civilian clothes must be moved ashore, and he is forced to be separated for long periods of time from friends and activities ashore. Because he is spoiled, he becomes a problem. He cannot adjust. His one year ashore could not prepare him for any but a very few rates aboard ship.

When his sea tour is up, so is his enlistment. He goes out because his last memory is a rigorous job with very few compensatory features.

My two examples are not hypothetical, nor do they attempt to show every case. They are based on experience gained in 11 years of enlisted and seven years of commissioned service.

I realize that the special tour personnel provide possibly the only source of very junior enlisted men for many tasks ashore. This could be rectified in part by sending all PSIs to shore stations while awaiting school. The PSI (programmed school input) with only four to six months on board does a ship very little good. The PSI ashore cannot normally be utilized in his prospective rate, but can be used to fill other jobs that require little training.

To sum up, I do not know the entire answer, but I feel that the first tour, non-school designated sailor should go to sea. I would appreciate any comments on this subject.

D. L. Pfister, LT, USN

U. S. Naval Electronics Laboratory  
San Diego

#### Less Sea Duty; More Publicity

If I were CNO for 60 minutes the following would be among the topics on the agenda:

**Problem:** Many ships are on extended periods of deployment away from their home ports for eight to 10 months out of the year. Being a career counselor, I find that these long deployments rank Number One as a problem in our retention area. Take, for example, a ship returning from a six-month Med cruise. The men expect to return to a little leave period with their families, but only to learn that they're getting underway again in three weeks for a two-month NATO cruise. And, during that three-week period, they're scheduled for the various annual and semi-annual inspections, such as InSurv, Admin, Annual Supply, etc.

It's difficult to present a problem without citing an actual experience. Since departing the yards on 26 March, we spent two weekends in our new home port through mid-

June. We returned to Mayport around 8 July only to leave again from the 15th to 25th as plane guard; thence we go to the Med from August until the latter part of December. This is just one example, and I know there are many other ships with tougher operating schedules.

**Discussion:** I agree that "eternal vigilance is the price of liberty." I also concur with ALL HANDS that Navymen consider their vigilance to be a low cost for a nation's freedom. I consider myself lucky. I have a wonderful wife who understands the Navy and my way of life.

The solutions are difficult, I know. But, how many ships are available? What are our operational commitments? Why do some ships deploy more often than other ships of equal capabilities? What percentage of ships are made available for unforeseen emergencies? How much routine steaming could be avoided without lessening strength and power on the ocean highways? Are all of these deployments really necessary? Perhaps a little less deployment, more positive planning and timely scheduling of inspections, etc., would help the spirits and morale of the crew.

Why not decrease the Med deployment by two to four months? Two-platoon the crews (blue and gold). The Second Fleet trials are working toward this solution, but let's put it into a *full scale* evaluation. The old salts tell me that the ships today spend more time steaming than their counterparts of World War II. If a man knows he could spend more time at home with his family, then the prospects of a naval career would certainly be more appealing.

**Problem:** That the military man bears many sacrifices and hardships with little compensation or consideration in return is nothing new. All of us in the Navy have, from the standpoint of our consideration by society, a thankless job. Too much is taken for granted. One of the most important aspects of leadership is recognition. A little support and a kind word go a long way. So what we need more than anything is public

support and opinion.

How many average citizens today actually know what goes on in a sailor's life at sea? They all have a typical image of the happy-go-lucky sailor visiting ports all over the world. But do they know that we spend countless hours of training, general quarters, etc, five, 10, 20 or 30 days at sea undergoing operational readiness before visiting these ports? Do they know much of the routine work must be done at night and during meal hours in these ports?

I think the public has a false image of what Navy life is really like. The Navyman is a proud person indeed, but maybe if somebody knew that we earn every cent we make, then we wouldn't be so humiliated—as I was—when I learned that the pay panel initially proposed a mere \$2.70 per month pay raise for my particular pay grade (E-6). It is just impossible for me to comprehend the justification for such a paltry increase. One thing the public knows for sure, though, and that is, if the national security is threatened, somebody (that's us) is there watching out for them.

**Discussion:** Let it be known to the people of the U. S. what goes on in our peacetime (?) Navy. If the major and minor newspapers throughout the U. S. periodically printed a feature story about our armed forces then, in due time, we would gain public support for increased pay. A suggested title would be "Life on a Navy Destroyer" or carrier, etc. We must erase the "Ensign O'Toole" and "McHale's Navy" image that is imbedded in their minds. Some of our citizens still think the serviceman is exempted from paying income taxes and getting free postage for overseas letters.

**Problem:** It costs the U. S. a great deal for its ships to visit a foreign port. The Navy pays high prices for pilot services, line handling, garbage removal, telephone service, crane service, barges, car rentals, fresh provisions and so forth.

**Discussion:** Why can't we elimi-

### An Invitation from Topside

*Do you have a pet project that you want to get off the ground? Do you have the solution to a problem that has been bothering you? The Navy is interested in hearing about it.*

*Now is your chance. The invitation comes directly from the Secretary of the Navy and the Chief of Naval Operations. The ideas of enlisted and officer personnel alike are solicited with the aim of improving efficiency, organization, operations, morale and esprit de corps.*

*What would happen, for instance, if through some small miracle, you were suddenly appointed CNO for an hour? What would you do? What steps would you take to make the Navy more effective? What policies would you initiate? What problems do you think are the most pressing? How would you, as a four-star admiral, solve them?*

*With the blessings of the Chief of Naval Personnel, CNO and SecNav, ALL HANDS is making available a portion of its space to a discussion of the problems—big and little—of the Navy today. What are they, and what would you do about them if you had the authority to act?*

*The rules are simple: Officers and enlisted, men and women, are invited to contribute. Your suggestions need not be sent through the chain of command; they may be forwarded directly to ALL HANDS Magazine, Room 1809 Navy Annex, Bureau of Naval Personnel, Washington, D. C. 20370. The best letters will be published and forwarded to the cognizant activity in the Naval Establishment for consideration and action. Sorry we cannot reply directly to your letters. (If you prefer that you be identified by initials only, please so indicate.)*

*This is a golden opportunity to provide a forum for your ideas.*

*The prize is substantial—the knowledge that you have made a contribution to the betterment of the Navy.*

*Here is the second installment. Keep your ideas coming.*

nate or reduce these excess charges by having them credited as partial repayment by the foreign government concerned for our foreign aid?

I would like to take this opportunity to convey my thanks and appreciation to ALL HANDS for permitting me to communicate my thoughts, opinions and ideas.

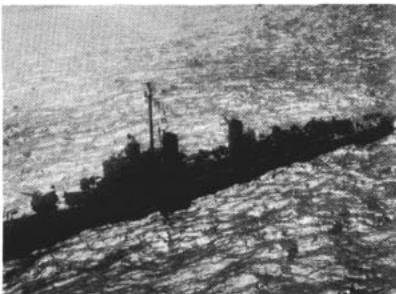
Charles T. Scaringella, DK1, USN  
USS William V. Pratt (DLG 13)

#### More Sea Duty for Lower Rates

If I were CNO for 60 minutes I would take steps to get more non-rated men to sea. All too often men complete four, six and, at times, 10 years of naval service and never have been to sea. I believe men wearing the uniform of the U. S. Navy should first and foremost be sailors. It is realized that we have to have radiomen, yeomen and technicians of various types, but these men should

have to qualify as sailors first. And the only way to qualify a man as a sailor is to get him to sea in an operating ship.

Upon the completion of boot camp, all personnel would have to serve at least one year aboard an operating ship, the first six months of which would have to be in the deck department. After six months those men with the desire and capability could be transferred to the engineering department. After com-





pletion of this one year, the men could be considered for striking for a particular rating, sent to service schools, and begin their specialized training.

The service school graduate then would be a man who chose to go to this particular school, who has had time to compare one rate with another aboard a ship, who has at least an idea of the duties of one rate or another and what will be expected of him in one of these rates.

So often a man arrives aboard a ship as a qualified striker, having completed service school direct from boot camp, thus he goes directly to the disbursing office or ship's office, and there he stays. In many cases the school quota he originally requested while in recruit training was full, so he took his second or third choice, thinking any school is better than no school. He comes aboard ship assigned to strike for a rate he doesn't particularly want, but he is now filling a billet that a man who has been in the deck department of this ship for over a year would have liked to fill.

Division and executive officers of ships could afford to let men, after completing their one year in deck, strike for rates or send them to school, because they would know that replacements would be forthcoming from the naval training centers; they wouldn't be coming aboard as designated strikers.

We in the Navy need a program which would make each man a seaman first and a specialist secondarily. This would be analogous to the Marine Corps, where each man is a combat infantryman first and a specialist second. With more emphasis on the art of seamanship, a base all men in the Navy would have in common, I believe we would soon have a more cohesive Navy with much greater esprit.

A. B. Davis, Ch. Bos'n, USN  
Hqtrs, COM13, Seattle, Wash.

#### Retention

I have two suggestions which may be of interest.

- We seem to be doing everything possible to get personnel to make a career of the Navy, but not much for those who have already done so. Possibly a small token of appreciation for faithful service could be shown by making available special leave privileges for the career Navyman

who seems constantly to be faced with the problem of losing leave on 30 June. In order to alleviate this to some extent, would it be possible to permit career men to carry an extra 30 days' leave for emergency purposes? This would be strictly for emergency use and, upon discharge, would be scrubbed off with no cash payment in lieu thereof. Nevertheless, I believe that the psychological value of knowing that this extra leave is available (when needed) would mean a lot to the career man, and possibly encourage him to use more of his regular leave when he can.

- Pro pay, reenlistment bonus, etc., do not seem to be stemming the tide of personnel turnover, especially in critical rates. These incentives, however, seem to have some adverse effect on morale of those in the less critical rates who make a career of the Navy and are faced with tough promotion prospects.

Furthermore, this turnover appears to indicate that those who choose the Navy as a career are not doing so because of money. To retain personnel in critical rates (and I am thinking primarily of those trained in electronics who gained this skill because of Navy training and, therefore, surely owe the Navy something for it), I believe that a term of obligated service should be tied in with promotion to the next higher rating.

For example, promotion from seaman to third class should entail a period of one additional year of service; third to second—two years; second to first—three years; and first to chief—four years (or some modification thereof).

This would at least repay the Navy for the time and money spent in giving these personnel a skill which they otherwise would not have and, possibly, stabilize the rate structure of the critical ratings *vis-a-vis* the rest of the Navy and perhaps produce a more experienced petty officer in addition to a technician—which has been a longstanding complaint of rapid promotion within the technical ratings.

Ralph L. Muros, LCDR, USN  
CINCUSNAVEUR

#### Prestige and Dignity for PO3s

In reply to your request in Four-Star Forum:

First, I would like to see the third class petty officer hold more prestige than he presently does.

I would like to see a standard policy set forth for duties and privileges of petty officers throughout the Navy. For example, which groups rate watchstanders' liberty? (At present, this is set at local command level.)

Also, personnel in pay grades E4 and below are allowed to go home on duty nights if they live in station housing. But an E5 who lives just a few minutes' drive from the same station cannot go home.

The largest proportion of first-term dropouts do so because, for the most part, they feel, and justifiably so, that they are being treated like children.

To sum up—it is not just pay that is chasing many career men away, it



is the actions of the leaders toward the subordinates, the feeling of the military man that he is a second- or even third-class citizen, and his shoddy treatment by local civilians.

Self-dignity, a better standing in the civilian community, treatment as a man and not as a child, and equitable pay, in that order, would help more men change their minds about staying in. I would also recommend passage of a bill to end income tax on military pay.

Donald L. Hicks, AQB2, USN  
Attack Squadron 65

### **Watertight Integrity**

As Assistant DCA on a new carrier I am closely associated with Material Conditions and the myriad problems

associated with them.

Watertight integrity must not be lessened or its importance denied—but under the present system which is so severe we are losing the whole concept by people illegally opening classified fittings. We now have a false sense of security by thinking we have fittings secured which are not actually secured.

On this ship, as well as most ships in the Fleet, we have problems with personnel breaking X and Y fittings while we are in Material Condition YOKE for several reasons:

- Working spaces such as shops and machinery spaces are classified either X or Y and have only one fitting for access. To get into these spaces it is necessary to go to DC Central and log the fitting open, and get a tag from the DC Central watch and then place the tag on the opened fitting to notify personnel that the fitting is officially logged open. Since these spaces are manned most of the day and the tags have to be returned to DC Central at 1600, it is necessary for the man to come down and either re-log the fitting open or close it.

- When a man does come to DC Central to log open a fitting he may find that the maximum number of fittings for his section of the ship are already open and he can't open any more. He is thus locked out of his working space.

Watches going in and out of machinery spaces on an hourly inspection must call DC Central and request permission to log open the fittings going to those spaces for just a few minutes, and then call back and log them closed and continue to repeat the process around the clock.

The situation on our carrier is better than on small ships, since we have a continuous DC Central watch and he is able to keep the Closure Log up to date, but on a small ship there is no continuous DC Central watch. The Closure Log is maintained on the Quarterdeck, and this creates even more problems (including a general lack of interest in the Closure Log.)

I fully realize the importance of watertight integrity, but the situation is such that many people just finally give up and illegally break the fitting. That is basically the problem.

A possible solution would be a redefinition of Circle X and Circle Y fittings to include spaces which are

manned continuously or have personnel in them while the access fitting would be broken, as well as enroute to General Quarters stations, ammunition passing, etc.

In other words, if the space is continuously manned, Circle X and Circle Y fittings could be legally broken without permission from DC Central. This procedure could not be placed on all X and Y fittings, since many of them should have extremely tight control for proper watertight integrity, but there are many instances where it could be used.

For example, working spaces above the waterline which are continuously manned, and machinery spaces which could be opened by the watch, while he is actually inside checking the space, and then re-secured when he leaves. The watches are instructed in the proper methods of opening fittings the same as Repair Locker Investigators, and could tell if flooding was occurring or problems of any type existed in the space.

Robert W. Carmack, LTJG, USNR  
USS America (CVA 66)

### **Know Your EMs Better**

Since this program is admittedly uninhibited, I feel that if I were CNO for 60 minutes, I would try to start an officer procurement and training program in which: (1) There would be a greater percentage of LDOs, NESEPs and Integration Program commissions, and (2) a program whereby any officer appointee would have to spend as much as a year of active duty as an enlisted man—starting as a seaman.

The reasoning behind this is not the old refrain, "If I only had Mr. So-and-So under ME!" I feel that no matter how well a man is trained in OCS, NROTC, or even the Academy, he simply fails to understand the viewpoint of the EMs under him when he joins the Fleet.

The summer cruise program is fine—as far as it goes. However, I'm afraid that it doesn't go very far. The midshipman who comes aboard is only on board for a temporary period; he is not treated as ship's company, nor does he identify with ship's company. He wears a different uniform, he musters separately, and the men around him are strangers in a closed club. He's not "shipmate Jones," he's "some middle."

While this may seem to be of no significance, I feel that it is of the





greatest importance that the Boot Ensign who comes aboard is able to understand the men under him, the job they are to do, and the professional and personal difficulties each man faces in completing the job. In short, a policy of "The best study of mankind is the study of men" and "The best teacher is experience."

George F. LeBrun, DK3, USN  
USS Compton (DD 705)

## Manuals Are Security Busters

The U. S. Navy publication *Enemy Agents and You* (NavPers 92972) is a well written information pamphlet which points out that enemy agents "need to know" key

By compiling the many ratings within a particular activity he is able to learn many facts about the operations of that activity. For instance a ship or activity would not employ a large number of Missile Technicians without placing these personnel within appropriate billets or producing some missile component. The petty officer may not realize that a small amount of information about his job and ship could be of great value when compiled with other such information that has already been received.

A good deal of the above situation could be avoided by deleting the speciality device in the rating badge,

## Simplify ID Cards

I recommend a change to *BuPers Manual*, Article B-2103 (Identification Cards for Members on Active Duty, DD Form 2N, Active), as follows:

1. Omit grade requirement on ID cards.

2. Change grade to Branch and Class of service, to be identified as follows: Enlisted—ENL, USN; Officer—OFF, USN. (Exception: Enlisted personnel making E-7 only to be issued new ID cards in uniform to identify senior rates.)

3. Authorize a large MINOR stamp to be placed just above the date of birth of minor members.

During advancement-in-rate time, large commands can expect at least 150 requests for ID cards. This involves the following time-consuming and costly procedures:

- Two copies of the Application for Armed Forces Identification Card, DD-2N (Form 2721—New 3-59).

- A page 13 entry in service record.

- Issuance of a new ID card which involves the accountability of ID cards, old and new, logging, typing, verifying and filing, all time-consuming procedures.

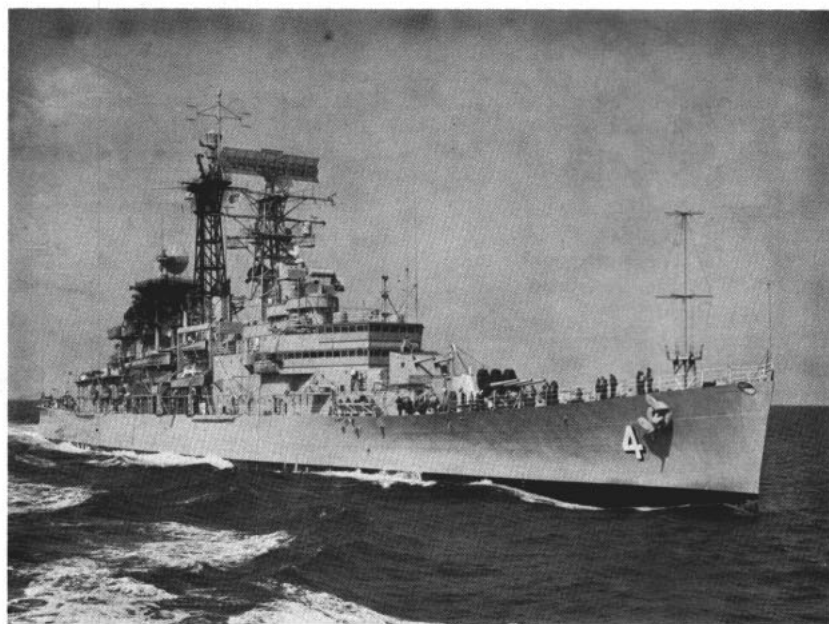
- Film for photographs.

- Individual manhours involved in filling out forms, signing, fingerprinting and receiving new card on date of advancement.

Numerous attempts are made by minors trying to alter their ID card by changing the birth date. Approval of a large Minor stamp would eliminate the temptation of the younger members to alter their ID cards.

Approval of the three basic recommendations would make for substantial savings of government funds and save many wasted manhours. At the present time, the only reason for grade appears to be for identifying personnel eligible for the Acey-Deucey clubs, and other unofficial military functions. This could be solved by clubs issuing a membership card to eligible members. A man could conceivably receive an ID card upon enlistment and retain this card for the full period of his enlistment.

There need be no conflict of interest involved should positive identification be required by shore patrol or civil authorities if membership cards are issued by various clubs and



jobs of personnel of the Naval Service.

The agent's job is made easier because of the Navy Petty Officer Rating Badge and unclassified publications such as the *Manual of Qualifications for Advancement in Rating* (NavPers 18068A), which provides a description of the occupational fields of ratings, and the *Manual of Navy Enlisted Classifications* (NavPers 15105G), which supplements the enlisted rating structure, identifying personnel skills and allowance requirements.

With little effort on his part, the foreign agent is able to pin-point key men from the hundreds that pass through fleet landings, gates of naval shore establishments, etc., and locate the exact individual that possesses the knowledge he is seeking.

leaving only the eagle and chevrons. The titles of the ratings could remain unchanged for command use, or could be replaced in official records by Naval Enlisted Classification codes. Liberty and other passes should contain just the rate (PO3, PO2, PO1, CPO, etc.) and not the rating. A good example of this is the Geneva Conventions Identification Card (DD Form 528) which contains only name, grade, service number, and date of birth as prescribed by the Code of Conduct for the U. S. Armed Forces.

Surely the prestige of our Navy petty officers could not be altered by such a change, and the over-all effects would be to the best interest of Naval Security.

Donald W. Clampitt, PN1, USN  
ComSixthFlt

since all E-7s and above will be shown by their uniform in the ID card picture.

Robert H. Randolph, PNCS, USN  
Pacific Missile Range, Pt. Mugu

#### **Retention and Morale**

My belief is that the biggest problems in the Navy today, as they relate to personnel, are (1) not being able to retain experienced people, and (2), low morale. I propose the following as a partial solution to this situation.

As an incentive for reenlistment, personnel would be given a choice as noted below:

- Either reenlist for four to six years and be given the regular reenlistment bonus; or

- Sign a contract, stating that the individual agrees to reenlist for four to six years, but with the following stipulation: that upon a six-month notice, he can be honorably discharged from the Navy without a bonus. The bonus would be held in abeyance and paid only upon completion of the tour of reenlistment.

A number of personnel like the service, but feel that reenlisting for four or six years at a time is too much for them, so they get out. This proposal would also benefit those personnel with hardships. Rather than having to wait for a hardship discharge, an individual could submit a six-month notice.

Such a program would also help CNO to find trouble spots. Where numerous personnel are dissatisfied, the activity having the most six-month notices could be checked into, to see why these personnel are not satisfied with their status.

Walter L. Hada, Jr., EN2, USN  
USS Enterprise (CVAN 65)

#### **More Parking Space**

Thank you for letting me sound off. What I'm going to write will probably be a little unusual, but it is the little things as well as the big ones which, when all taken together, make a mountain. And that's what can drive career minded personnel out of the service.

I am on a ship that is homeported at N.O.B., Norfolk, Va. In my opinion, to make the Navyman feel more like a first class citizen would be to do this: On the waterfront or pier area at N.O.B. there are many areas near the piers that are reserved for civilian employees only. There

is just a limited amount of parking for the service man. He may have to park several blocks from his ship, and if there are no parking spaces at a distance from the ship, he has to park clear outside the gate and walk in. A Navyman's time is precious to him and his family and he likes to spend as much time as he can with them since he is out to sea a lot. For this reason he does not want to arrive way in advance, so he's always running into a parking problem.

To me this is wrong. I believe that—in this area—the service man should come first as far as parking is concerned and that the whole water-

for this and has to appear in court on the base. If adequate parking were provided for the service man I believe there would be a lot less offenses in this area.

When appearing in court on the base for a driving or parking charge all service men have to go before a civilian judge. I've talked to men on my ship and on other ships and they feel it would be better to have a naval officer in this position. Some of the men on my ship share these views and have signed also.

R. H. Banbury, GMG1, USN  
and 22 Members of the Crew  
USS Alstede (AP 48)



front area and one block down each side street be reserved for the men stationed on these ships.

I believe the civilian employees should take the back seat in this problem and have the parking areas at a distance or outside the gate. They are home with their family every night and week-end. If this parking problem were changed, I believe that it would help a great deal in creating better morale with the service man.

In connection with this there's a related problem. Many a service man tries to spend that extra few minutes with his family in the morning, and sometimes causes him to be a little late coming in. Occasionally, he may park too near a railroad or partially block a right of way, usually doing it in a hurry and not noticing it at the time. He receives a traffic ticket

#### **Courtesy Toward Dependents**

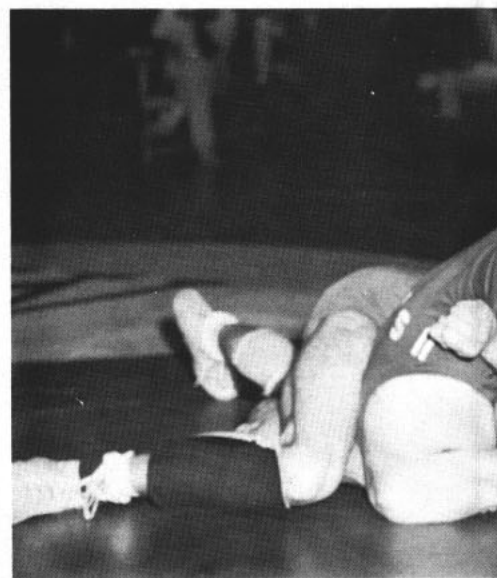
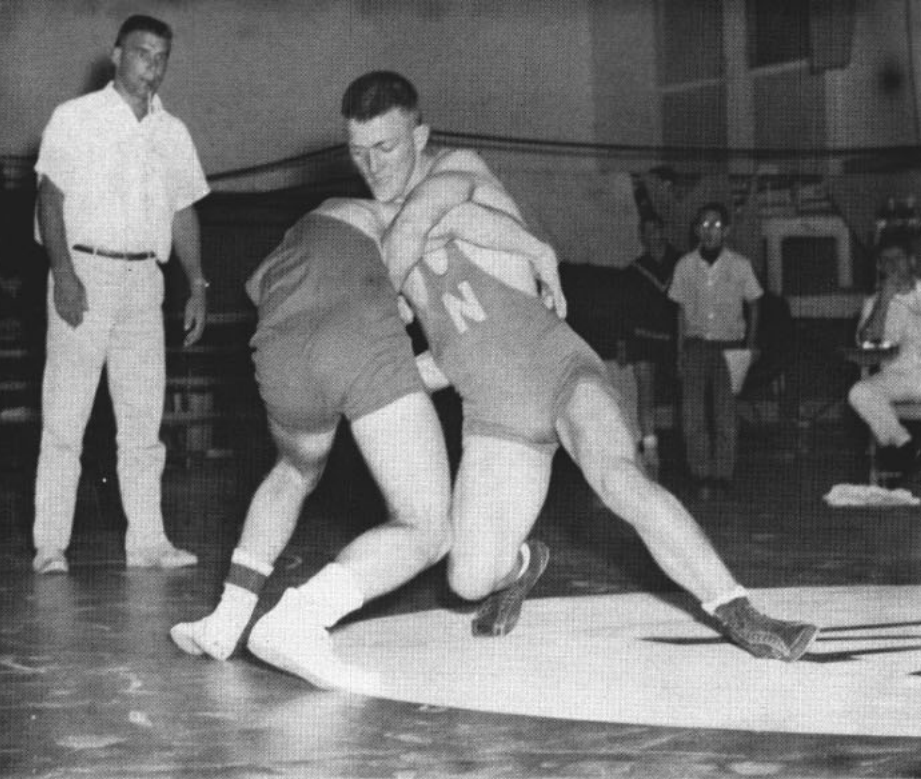
In reply to your request that personnel make recommendations as "CNO for 60 minutes:"

The facilities for dependents' medical care (at least in certain areas where I have been stationed) certainly should be looked into. The corpsmen at one hospital were no doubt the most rude sailors in the Navy to the dependents and children who use this facility, and the doctors were not much better. They give the impression, when you take a dependent in, that they are doing you a big favor.

Also, if under my authority, the CPO uniform would undergo a change, and I would do away with the white uniform for CPOs, including the white shoes. CPOs wearing these look like ice cream vendors.

T. D. D. Walker, MM1, USN  
USS Enterprise (CVAN 65)





STRETCH on the mat at Mare Island.

GRAPPLING—Steve McDowell attempts takedown on Air Force opponent at Interservice. Below: All-Navy champ Norm Nicholson is long-time bowler.

# All-Navy

## All-Navy Bowling

**N**ORMAN NICHOLSON, STCM, and Barbara Miskec, DK3, are the 1965 All-Navy Bowling Champions. The two won their titles in the 30-game roll-offs at NTC Bainbridge, Md.

In the race for the men's team title, PacCoast region placed three men in the top ten individual spots to win over LantFlt, SoLant, NorLant and WestPac, in that order.

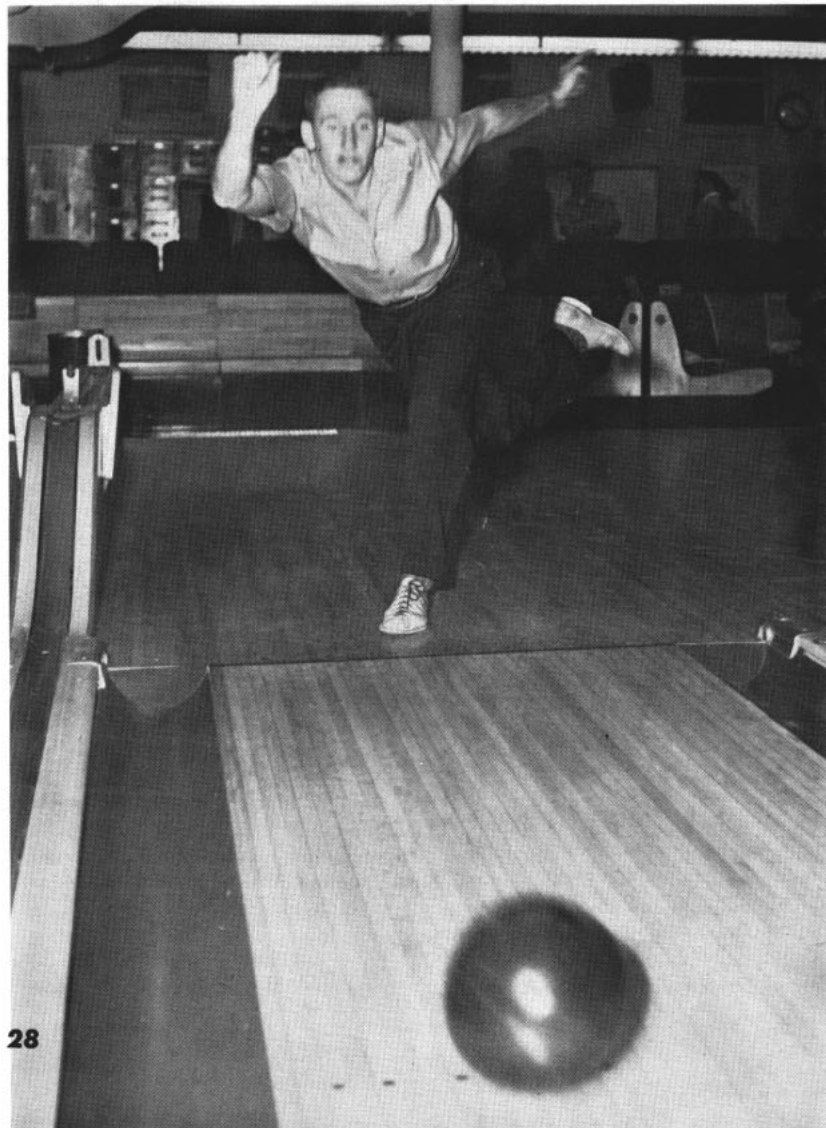
SoLant women bowlers placed first, second, sixth and seventh individually to take the team title. They were followed by NorLant, PacCoast and WestPac. LantFlt did not enter a women's team.

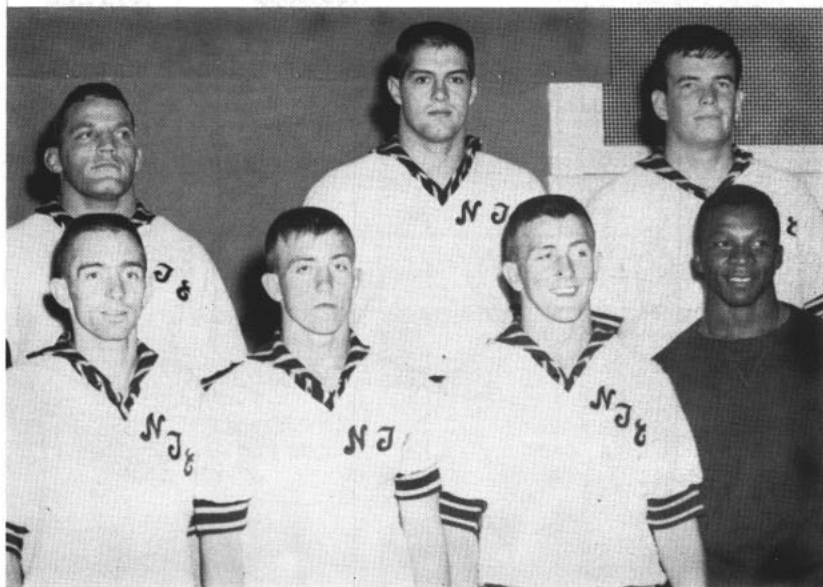
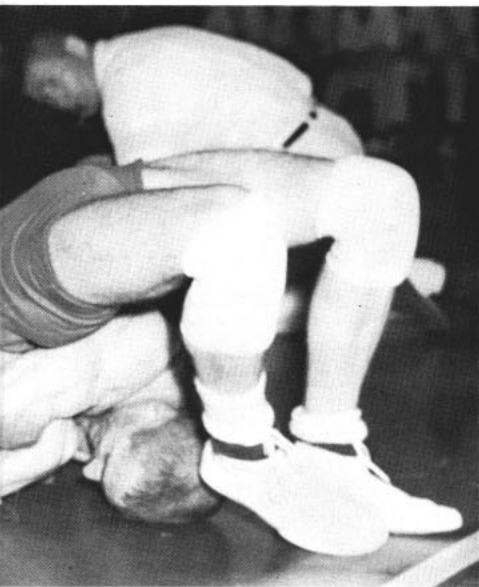
Chief Nicholson won his trophy hands down, with a total pinfall of 5925 and a 197.5 average for the 30 games. He won by over 200 pins.

Miskec won the women's division individual title with a 5262 pinfall. She also won a trophy for high six-game series of 1141.

The top 10 bowlers in each category were:

Men		
Norman Nicholson, STCM	PacCoast	5925
Jack Perry, RM2	SoLant	5709
Elbert Butts, DMC	WestPac	5701
Dennis Ward, AN	NorLant	5692
William Ellstrom, ADJ3	NorLant	5690
R. J. Steele, YN3	PacCoast	5642
C. L. Cichon, SM3	SoLant	5624
G. A. French, YN1	SoLant	5624
Don Burch, CTC	PacCoast	5606
D. W. Nichols, FTGSN	NorLant	5557





SPAGHETTI—Navy Lieutenant Gary Sauer pins Interservice opponent. *Rt:* NTC San Diego dominated All-Navy meet.

# Keglars and Matmen

## Women

Barbara Miskec, DK3	SoLant	5262
Charlene Woodward, LT, MSC	SoLant	5236
Laura Core, DK2	NorLant	5209
Dorothy Morgan, YN3	PacCoast	5130
Margo Brown, SN	PacCoast	5122
Arlene Normington, HM1	SoLant	5116
Mildred Carr, LT, SC	SoLant	5110
Rosemary Jeck, SK3	NorLant	5078
Mae Rioux, DK1	PacCoast	4919
Adrienne Baker, YN3	NorLant	4847

## All-Navy Wrestling

**P**ACIFIC COAST Region wrestlers followed in the footsteps of the region's boxers at the 1965 All-Navy Championships—they missed one title.

The lone non-PacCoast champ was Sam Hopkins, WestPac, who won the 154-lb class at Mare Island Naval Shipyard.

Four of the seven winning PacCoast wrestlers were from NTC, San Diego, including Phil and Steve McDowell, the Oregon wrestling twins.

John Wadas, WestPac, was involved in the longest and shortest matches of the tournament. Wadas pinned Felix Dallesandro, Jr., SoLant, in 1:06, then lost a weigh-off bout to David Reed, NorLant. (A weigh-off is held after two draw matches, the lighter wrestler being declared the winner.)

The All-Navy wrestling champs and second place winners are:

114.5 lbs—LT Gary Sauer, Pac-

Coast; Arthur Furbush, AN, WestPac.

125.5 lbs—Phil McDowell, SN, PacCoast; Stewart Smith, NorLant.

138.5 lbs—Steve McDowell, SN, PacCoast; David Reed, EM3, NorLant.

154 lbs—Sam Hopkins, LI3, WestPac; Sam Rugh, SN, PacCoast.

171.5 lbs—Mike Yeaman, SN, PacCoast; Glen Rittenhouse, HM2, NorLant.

191.5 lbs—Tom Connolly, HN, PacCoast; Robert McMullen, AA, SoLant.

213.5 lbs—David Ditter, SA, Pac-

Coast; Frank Choate, Jr., SoLant.

Heavyweight—James Skelton, Cpl, USMC, PacCoast; LTJG Thomas Aulenbach, WestPac.

In Interservice Wrestling competition, also held at Mare Island, only one grappler was able to break Army's monopoly of the titles. He was Phil McDowell, of NTC, San Diego, who won the 125.5-lb crown.

Navy's second place winners were: Lt Gary Sauer, 114.5-lb, and Tom Connolly, HN, 191.5 lb. David Reed, Sam Hopkins, Mike Yeaman, David Ditter and James Skelton all finished fourth in their respective classes.

**CHAMPIONS** Barbara Miskec and Norm Nicholson show off trophies won at All-Navy Bowling tournament. They were individual class winners in contest.







## ORGANIZATION AND TEAMWORK:

# How to Run a Ship

**A**NY SEAGOING Navyman knows his ship's effectiveness is the result of a highly developed organization to which he and every other man on board must adhere. This tightly meshed society is necessary because a Navyman's ship, regardless of its type or size, is given specific objectives toward which every man on board must bend his efforts.

A ship's organization chart might

be compared to the blueprint of a well-compartmented ship—with watertight integrity, instant intercommunication, and ready access to the commanding officer at the helm. The entire crew, starting with the executive officer, in descending order, supports the CO's efforts to carry out the mission of the ship he commands.

Each ship has its specific complement which, ideally, provides enough

men in the various ranks and ratings necessary for the ship to carry out its functions. This, of course, is the ideal situation. There are times when men must be assigned to ships on the basis of the number of men available.

If the ship is a fighting ship, the entire organization of the vessel is built around its mission in combat. The organization of a support ship, on the other hand, is built primarily around the obligation to provide supporting services to the fighting ships, plus the need to defend itself.

### Concerning Shipboard Organization

Navyman who want to investigate shipboard organization in detail can find food for thought in *Navy Regulations* and *Shipboard Procedures*, NWP 50 (A).

*Navy Regulations* provides the collected rules governing Navy life, prefaced by the Uniform Code of Military Justice and ending with Honors and Ceremonies.

In between—in Chapters Seven through Eleven, can be found some succinct words concerning the duties of the commanding officer, the executive officer, the heads of

departments, watch and division officers plus ship organization.

*Navy Regs* is the authority on these and all Navy subjects. All other publications are subordinate to it.

*Shipboard Procedures*, NWP 50 (A), brings together considerable Navy experience and incorporates it within its covers to provide sound shipboard procedures for administration, organization and operations. It is a procedural book and supports doctrine contained in other publications of the NWP series.

**A** SHIP is organized for battle by dividing its men into groups which perform the various major control functions. For example: weapons control includes main battery control, antiaircraft battery control, anti-submarine battery control and torpedo control. Engineering control includes the engine and boiler rooms and auxiliaries. The same type of grouping would also be made for operations control, air base control, damage and debarkation control.

At the head of each of these groups is an officer who controls the activities and men under his supervision. He does this from a specified battle station.

The CO is again at the top of the battle organization. His is the responsibility of command control during any action. Subordinate officers who are familiar with the major control functions of the ship, as represented by the departments on board, assist the commanding officer.

**A**LTHOUGH a ship's organization is flexible within limits and varies according to the functions it performs, there are five departments which may be found in most Navy ships. These are: operations, navigation, weapons (or deck department if the ship's mission is related to other than ordnance or aircraft), engineering and supply.

Some ships also have medical and dental departments. Aircraft carriers and seaplane tenders have air departments; repair ships and tenders have repair departments in order to carry out their missions.

For special ships, there are quirks in the usual organization which are designed to take care of special circumstances. A hospital ship's organization, for example, would not include a medical or dental department separate from the hospital. In ships designed as auxiliaries or for special purposes, the Secretary of the Navy can and does establish other departments. A ship's commanding officer also exercises a great deal of discretion in organizing his ship.

**W**HEN organized aviation units are regularly attached to and embarked in a ship, they retain their basic organization.

The organization of a department is like a scaled-down version of the over-all shipboard structure, with the department head at the top. He is the man who is responsible to the commanding officer (and the exec), and it is his duty to see that his department does the job for which it is intended.

Since the department head is the representative of the commanding officer at the department level, it follows that he must keep in constant touch with the CO and the Exec. He does this at every opportunity available—chow time, over a cup of coffee, during chance encounters—any time he can do so in addition to regularly

scheduled meetings, at which time he keeps the CO informed of what is going on.

**T**HE information passed on by the department head covers the general condition of the machinery or other installations in the department which might have an adverse bearing on the safety or the operation of the ship. It also includes the progress made on major and even minor repairs.

The department level is also where the control of money spending begins, which leads into the proper operation of the department's equipment.

Here also is where cleanliness and upkeep of the ship's spaces begins. Each department is responsible for the spaces it is assigned.

The department heads and their assistants are assigned battle stations from which they can supervise and control both the duties which are regularly theirs and whatever specific battle duties the ship's CO may order.

**A**N EXAMPLE with which every Navyman on board a ship is familiar is the damage control officer, who is stationed at damage control central. From DC central, he maintains communication throughout the ship with repair parties.

The damage control officer's battle station is not necessarily located at the same place in all ships of a type—it could be in an area the size of a phone booth in a destroyer escort, the wardroom of a minesweeper or any other practical location. Wherever DC central is located, the damage control officer must be able to direct DC operations through his lines of communication.

The echelon below the department

is the division which is, in turn, divided into watches or sections—sometimes both. The top man in the division is, appropriately enough, the division officer, who has other officers and petty officers under his supervision.

Whenever it is practical to do so, divisions are assigned battle stations as a unit, so the enlisted men can work as a team with their own petty officers and officers.

In the division, we again get back to a smaller version of the ship's organization. Authority flows from the commanding officer through the department head to the division officer. Like the department head at his level, the division officer is the CO's representative at the division level.

A division officer's day-to-day tasks are concerned primarily with administrative duties in his division. He assigns men to watches, schedules training, evaluates performance, sees to it that security measures are observed, recommends personnel changes, starts leave and liberty chits on their way up the chain of command.

**A**S MENTIONED before, divisions are broken down into watches or sections, or both. It is sometimes difficult for a Navyman standing a midwatch to remember that the ship's peacetime watch organization is second in importance only to the organization for battle.

If the man standing a watch doesn't understand his job, he may possibly cause confusion and conflict within his watch organization. This, in turn, can result in collision, grounding or even the loss of the ship. On the other hand, a well-organized watch is just as effective in preventing these catastrophes.

The very presence of a U. S. Navy ship at sea is a factor to be reckoned with in this last half of the 20th century. That Navy ship has a job to do and each Navyman on board has his place in the ship's organization, thereby turning the wheel that does the work.

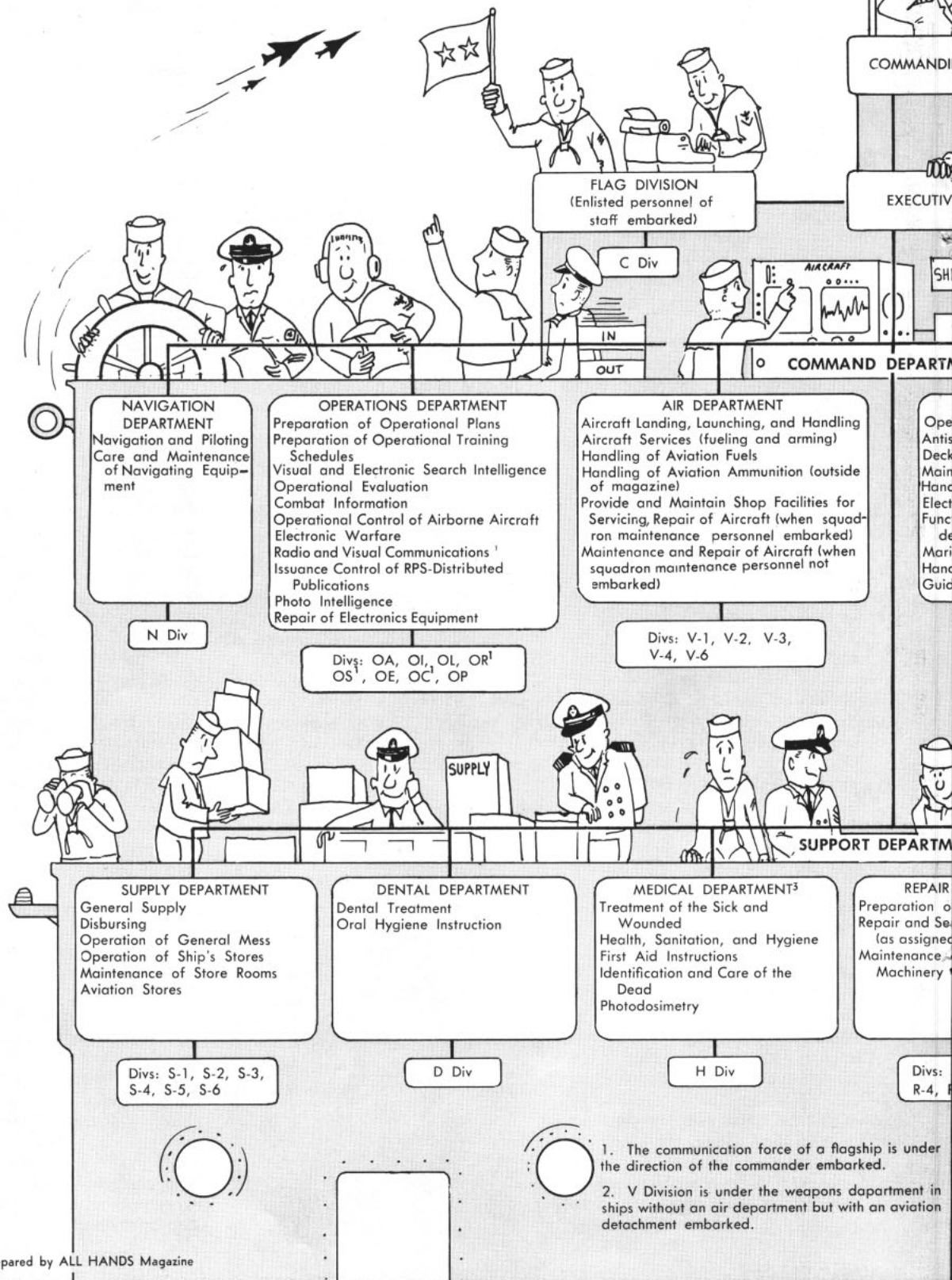
If a cog is removed from a machine, the wheels continue to turn but the function of the machine is impaired. Eventually, if nothing is done to set things straight, the machine may become damaged, then useless.

Shipboard organization can be compared to a machine. It takes every man doing his job to make the ship operate at its best.



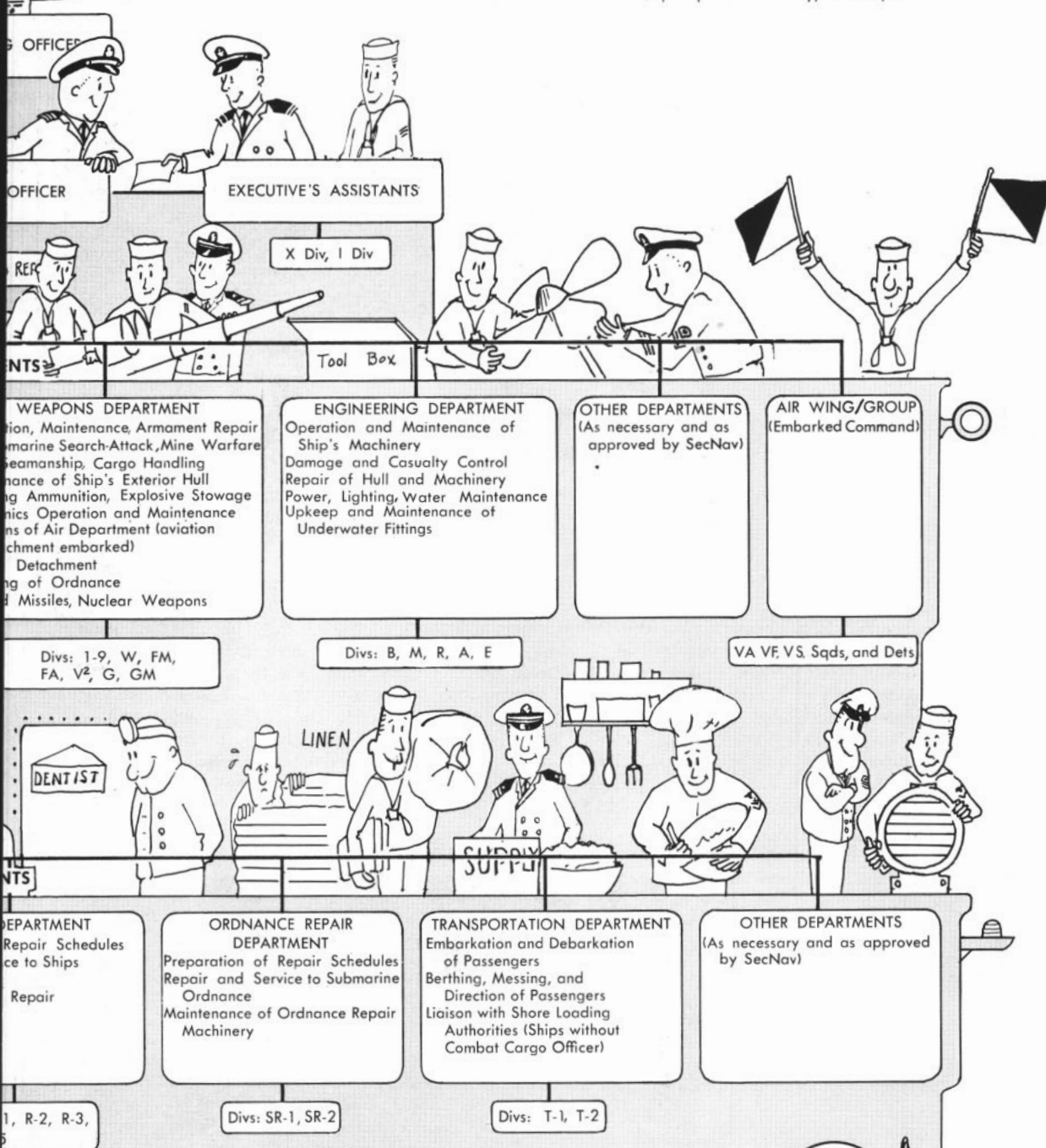


# SHIPBOARD



# ORGANIZATION

The number of departments aboard any particular ship depends on the type of ship.



3. When no medical officer is assigned, hospital corps personnel are assigned to the operations department for military and administrative functions. The medical representative is directly responsible to the commanding officer for medical functions and reports to the executive officer for technical control.



AUGUST 1965

Grabowski





CLUB MEMBER L. S. Andreoletti (left) instructs Navcad in penguin sailing. Rt: Tailwind crew practices for races.

# Jibs and Spinnakers

**D**ESPITE THE emphasis placed on up-to-date training and development at NAS Pensacola, one group of men has turned from modern pastimes to the pleasures of the past. They are the 260 members of the naval air station's sailing club.

The club dates back to 1932, but it didn't really catch on until late 1962, when Lieutenant Commander Richard Carleton, MC, USNR, and Senior Chief Hospital Corpsman L. S. Andreoletti reorganized it. It gained the support of the Chief of Naval Air Training and, in 1964,

acquired two 44-foot yawls from the U. S. Naval Academy.

The culmination of two and one-half years of sailing came when the Pensacola club sponsored the first annual Navy Ocean Race early this year. Called the longest race of its kind ever held in the area, the 300-mile junket from Pensacola to St. Petersburg was held as a warm-up for the better known St. Petersburg-Venice race. Eleven contenders from eight clubs participated.

*Challenger* and *Tailwind*, the two blue-trimmed NAS yawls, were

manned by aviation cadets, officers and enlisted men from the station. After being in contention for the Pensacola Cup for two days, they fell back to fifth and sixth place, respectively. *Challenger* moored with a corrected time of 59:41:35, and *Tailwind* logged in at 60:52:45, in a race that took them through heavy seas, 40-knot winds and a dense fog.

While the Navy yawls failed to gather any laurels in the race, two NAS club members made their marks aboard another vessel. Chief Andreoletti and Captain Lindsay Riddle,

SAILING enthusiasts watched start of 300-mile Pensacola Cup race from flight deck of USS Lexington (CVS 16).



MC, were crew members aboard the first-place finisher, *Nikki*, which finished 10 hours ahead of her nearest competitor.

There were some tense moments after the race when one of the boats didn't finish. *Kumwha*, a 28-foot sloop, became the object of a search by Navy and Coast Guard planes when she wandered off course and ended up near Key West. The sloop finally motored into St. Petersburg without assistance two days after the race ended.

During the following St. Petersburg-Venice event, *Tailwind* chased elusive winds and a widely acclaimed racing sloop to finish second in her class, just 10 minutes behind the winner.

*Challenger* didn't fare as well in that race, but the yawl went home with a trophy. Her chief cook was given a shiny frying pan for the yawl's galley, and the title of "Last Stewburner Across the Finish Line."

Although relatively infant so far as ocean racing goes, club officials believe their showings in the two races were of appreciable value.

Numerous other inter-club events mark the year-round program of sailing for the Navy club. They include the winter Frostbite series, Mobile-Pensacola Offshore Race, Navy Cup Regatta and an annual fall regatta. One club highlight is the racing series for the single-handed championship.

The Pensacola sailing club offers an excellent recreational facility, as attested by its recent growth. Today the club sports a sizable fleet of two yawls, five 11-foot penguin class boats, three 16-foot windmills, one 11½-foot lightning, three eight-foot dinghies and nine other sailers.

(For you landlubbers, the following definitions may be of some help:

**Yawl**—a fore and aft rigged boat carrying a mainsail and one or more jibs (sails forward of the foremast) with a far-aft mizzenmast.

**Ketch**—a fore and aft rig with a larger mizzen than a yawl. The mizzen is also farther forward than on a yawl.

**Sloop**—a fore and aft rig with one mast and a single headsail jib. Yawl ketch, now?)

If you happen to visit NAS Pensacola and find yourself listening to jargon about jibs, genoas and spinners, don't be dismayed. That's your first clue that you're not lost.

—Story by Jim Ferrell, JO1, USN

—Photos by Orville L. Rosenbaum, PH2 and Charles L. Durel, PH3

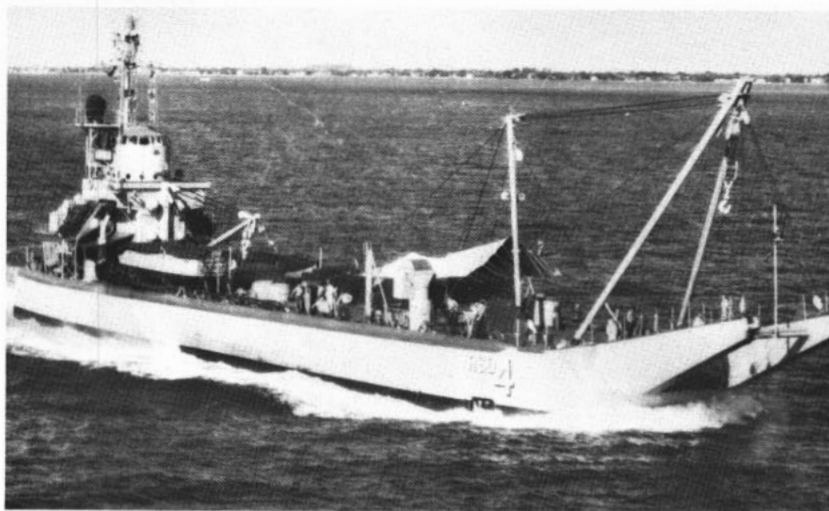


WINNER of race, *Nikki*, cruises Pensacola Bay with Navy yawl *Tailwind*. *Nikki* had two club members in crew. Below: *Challenger* crew readies boat for race.





# ★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



REFEREE—USS Windlass (ARSD 4) hosted officials of International Hydroplane Regatta at Havre de Grace, Md., because of her stationary mooring capability.

## Taussig Is Sharp 21

Four days after she turned 21, the destroyer USS *Taussig* (DD 746) returned home to San Diego from the Western Pacific. And, though 21 may be considered a respectable age for any ship, you may have a hard time proving her decrepit.

Because of her ASW excellence and over-all day-to-day readiness, *Taussig* was nominated the top DD in Destroyer Squadron 21.

During her seven month deployment with the Seventh Fleet, the destroyer logged over 50,000 miles during ASW exercises, carrier support operations and various patrol duties. *Taussigmen* had a chance to relax as the ship visited such places as Pearl Harbor; Midway Island;

Subic Bay, Philippines; Kaohsiung, Taiwan; and Sasebo, Japan.

## Glover Is Launched

The Navy's first escort research ship *Glover* (AGDE 1) was launched at Bath, Maine. She is the first ship to be named in honor of John Glover, a brigadier general during the American Revolution.

The 3400-ton *Glover* is 414 feet long and has a 44-foot beam. Her keel was laid on 29 Jul 1963.

*Glover* will carry long range sonar and antisubmarine weapons and will use a pump-jet propeller to reduce underwater noise. She also will be equipped with gyroscopically controlled fin stabilizers which reduce rolling in heavy seas.

ROLL-OUT of Navy F-111B multi-purpose jet was held at Peconic, Long Island.



## New Construction

Should you be keeping track of possible duty assignments, here are four more you can add to your list. One ship is now part of the Fleet while the other three have been launched.

The guided missile frigate USS *Josephus Daniels* (DLG 27) was commissioned at the Boston Naval Shipyard. The frigate is named after the Secretary of the Navy who served under President Woodrow Wilson (1913 to 1921).

As a *Belknap* class frigate, *Josephus Daniels* has a length of 547 feet and a beam of 54 feet. She is armed with *Terrier* surface-to-air missiles, one 5-inch/54 caliber and two 3-inch/50 caliber guns, antisubmarine torpedoes and antisubmarine rockets (*Asroc*).

Her keel was laid 23 Apr 1962 and she was launched 20 Nov 1963.

The nuclear-powered attack submarine *Guardfish* (SSN 612) was launched at Camden, N. J.

*Guardfish* is the second sub to bear the name. Her predecessor, SS 217, was commissioned on 8 May 1942 and made 12 patrols during World War II. She was stricken from the Navy register on 1 Jun 1960.

As a *Permit* (SSN 594) class boat, *Guardfish* is powered by a water-cooled nuclear reactor.

Under the current program, there will be 50 nuclear powered attack submarines. To date, 21 are commissioned, five are between launching and commissioning and 18 are in various stages of construction.

Two nuclear powered ballistic missile submarines were launched.

At Newport News, Va., *George C. Marshall* (SSBN 654) became waterborne. The *Polaris* sub is named after the former General of the Army who, following World War II, served as Secretary of State and later as Secretary of Defense.

*James K. Polk* (SSBN 645) was launched at Groton, Conn. She is named in honor of the 11th president of the United States.

*Marshall* and *Polk* respectively became the 35th and 36th *Polaris* submarines to be launched. To date, 29 are in commission, and the last five are under construction. Both subs will carry *Polaris A-3* missiles.

## Big Blow Aboard Wiltsie

uss *Wiltsie* (DD 716) has a Bengal tiger in its emblem so what could be more natural than a band aboard that plays *Hold That Tiger* while *Wiltsie* is undergoing underway replenishment. Needless to say, the *Wiltsie* aggregation is a Dixieland combo.

The *Wiltsie* Tiger Band has acquired a wide audience since it reported to the Seventh Fleet in January 1965. The ship has been replenished more than 50 times and each of the replenishing ships has been serenaded by the *Wiltsie* Tigers. The band has also given several shore-based concerts.

The Tigers have become so popular both with the *Wiltsie* crew and crews of the ships *Wiltsie* goes alongside that the band members have been assigned permanent replenishment detail stations on the bridge where they furnish music to UNREP by.

In addition to *Hold That Tiger*, the *Wiltsie* Tiger repertoire includes other Dixieland favorites such as *Five Foot Two, Tiger Rag*, and *When the Saints Go Marching In*.

## Croatan Becomes Launch Pad

During World War II, the U. S. Navy Military Sea Transportation Service's USNS *Croatan* was known as Baby Flattop 25. As a uss ship, she was among the first escort aircraft carriers to employ night flying to combat nocturnal submarine attacks.

Since 1958, *Croatan* has been assigned to MSTs, operating out of New Orleans. One of her more recent jobs has been as a floating launching pad for the National Aeronautics and Space Administration. Seventy-seven rockets were launched for scientists off the Pacific Coast of South America.

The project was part of NASA's sounding rocket program conducted during the International Quiet Sun Year (IQSY), when solar activity is at a minimum. Measurements were made in the upper atmosphere and ionosphere.

To do the NASA job, *Croatan* became a complete mobile, self-contained launching, tracking and data acquisition system. Tons of special equipment included 20 instrumented trailers and five rocket launchers. Tracking antennas sprouted from her deck like stalks from a cornfield.

Her scientific complement included 11 teams of researchers from uni-

versities, NASA field centers and other federal agencies, together with enough personnel to man the equipment.

*Croatan's* research was one phase of a joint study undertaken by 25 nations during the International Quiet Sun Year 1964-65 Program.

After winding up the three-month tests, USNS *Croatan* returned to the east coast, where her scientific gear was removed, then proceeded to the gulf where she picked up a full cargo of aircraft and resumed her normal operations with MSTs.

## Happy Birthday, Long Beach

The first birthday of the Naval Supply Center at Long Beach was a happy occasion. The growing pains inevitable to a new installation doing a big job were about over and the center could look forward to its

status as an established institution.

The center issues supplies to well over 100 ships of almost every type homeported at Long Beach. The supplies include provisions, clothing, repair parts and equipment to keep the ships in a state of readiness.

The center is also the major supply activity nearest the Pacific Missile Range and, as such, is a primary supply point for surface-to-air missile systems for guided missile ships in the Long Beach area.

In addition, the NSC also provides support to about 70 shore activities in the Eleventh Naval District north of Fallbrook, Calif.

## Skin Donated to Italian Boy

The Navy came to the aid of a badly burned Italian boy last April, rushing a supply of skin grafting material from Naval Medical School

## Tying the Knot of Friendship

Two U. S. Navy boatswain's mates mixed salty experience with a few veteran bends and turns of the line, then presented an intricate display of marlinspike seamanship to Nationalist Chinese Navymen in Tsoying, Taiwan.

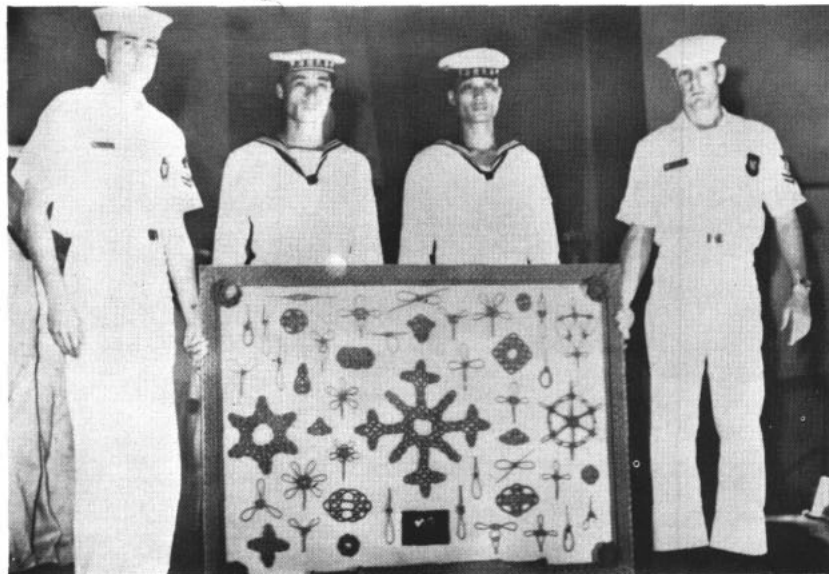
C. W. Cromwell and J. T. Herron, both boatswain's mates second class, gave their knot-tying handicraft to two crewmen of the Chinese Navy's PC-119, which recently engaged in action with several communist craft in the Taiwan Straits. The Chinese Navymen, representing their ship-

mates and other Navy personnel, accepted the nautical remembrance of 54 knots, which carries the inscription, "From the enlisted men of the United States Navy to the enlisted men of the Republic of China Navy."

In return, Chinese Navy tars gave the U. S. seamen a colorful banner which lauded the "coordination and cooperation between the enlisted men of the U. S. and Chinese Navies."

Cromwell and Herron are assigned to the staff of Commander U. S. Taiwan Defense Command.

**KNOT BOARD** was given to Chinese Navymen by two boatswain's mates.







**NEWEST** of Navy's nuclear powered surface ships, *USS Truxtun* (DLGN 35) will go to Pacific Fleet in Navy's transfer of nuclear task force from Atlantic.

in Bethesda, Md., to the boy and his doctor in Bari, Italy.

Franco Trione, 11, received severe burns on more than 40 per cent of his body last November in an electrical fire at his home in Trani, a small town about 25 miles northwest of Bari. The boy's physician, Professor Vittorio Consiglio, appealed to the Station Hospital in Naples in April requesting help in obtaining five square feet of specially processed human skin. Previous efforts to graft skin from other parts of Franco's body had failed.

The senior medical officer at the hospital, Captain Richard J. Lawrence, informed the Center of the need. Bethesda is one of the few

sources in the world of lyophilized, or freeze-dried, skin. The skin was promptly processed and made ready for commercial air shipment to Italy.

Upon arrival in Naples, the cargo was immediately loaded aboard a waiting Navy helicopter for a direct flight to Andria, near Trani, where Franco has been hospitalized since the accident.

Soon after leaving Naples the helo hit bad weather and was forced to return. The skin was then transferred to a C-117D, which successfully carried it to Bari.

#### **Mt. McKinley Is Back**

After nearly nine months in the Western Pacific, the amphibious

force flagship *USS Mount McKinley* (AGC 7) returned home to San Diego. During her tour with the Seventh Fleet, the flagship participated in three Marine landings in South Vietnam last March and April.

In mid-September last year *Mount McKinley* arrived in Subic Bay, Republic of the Philippines. *Mount McKinley* received the order to put some 1400 combat-ready Marines ashore at Da Nang (the northeast sector of South Vietnam) in company with several other large amphibious ships. As flagship for the assault, she was the center of the operation, providing coordination and communication.

*Mount McKinley* crewmen received the Armed Forces Expeditionary Medal for their part in this landing.

A month later, she returned to Da Nang to direct the landing of an additional 3400 Marines.

Two days after this second Da Nang landing, the flagship, with a seven-ship amphibious task force, anchored off Hue (pronounced Whay), about 50 miles north of Da Nang. Marines went ashore to support the air base near this old walled city.

The Hue landings were somewhat different from the others. The landing craft, which were carrying Marines and their heavy equipment, had to transit a 12-mile restricted passage of the Song-Hue River to reach their unloading areas.

In addition to her duties as amphibious force flagship, *Mount McKinley* took part in several goodwill operations during her deployment.

**DESTROYER** escort *USS Edward McDonnell* (DE 1043), commissioned early in year, is second ship in new escort class.





FEDERAL German Navy ship *Deutschland* visited Pearl Harbor and San Francisco during '65 around-the-world cruise.

### German Training Ship Visits

The German Federal Training Ship *Deutschland* completed an around-the-world training cruise during which she spent eight days at Pearl Harbor and five days at San Francisco. She held open house at both ports.

*Deutschland* serves as a shipboard school for naval officer candidates and soldiers of all ranks. During her latest cruise, the 573-foot ship carried 255 officers and men plus 267 officer candidates.

*Deutschland* was commissioned on 25 May 1963—the largest unit in the German Federal Navy. Her armament consists of 100mm guns, 40mm antiaircraft guns, antisubmarine rocket launchers and torpedo tubes with the associated electronic detection and fire control systems. Mines and depth charges can also be carried. *Deutschland* is protected against NBC attack by gas-tight construction.

In addition to making calls at Pearl Harbor and San Francisco, *Deutschland* also scheduled visits to Gibraltar; Aden; Cochin, India; Cavite, P. I.; Tokyo and Kobe; Cartagena, Columbia; Ponta Delgada, Azores; and Brest, France.

### Sea Cat Is Twenty-One

When the submarine *uss Sea Cat* (SS 399) pulled into Miami, Fla., her visit was twofold. She was there on an official visit and her crew was celebrating her 21st birthday.

During her 21 years of continuous active service, *Sea Cat* has seen duty in both the Atlantic and Pacific Fleets. Some five months after her commissioning in 1944, *Sea Cat*

sailed for the Pacific and her first war patrol. A few months and three patrols later, she was one of 12 submarines anchored in Tokyo Bay during the surrender ceremonies.

In 1952, after five years of duty in the Atlantic, she received a streamlined sail and snorkel system and was designated a Fleet snorkel sub.

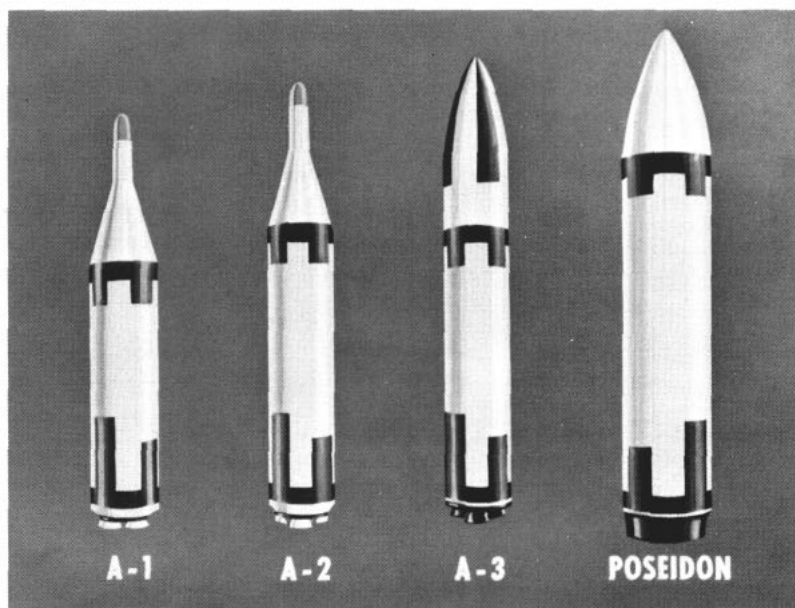
Not long ago, *Sea Cat* made her 6000th dive into King Neptune's realm. And to make everything complete, she also surfaced for the 6000th time in her long career.

### Endurance Retention Record

If there is a retention problem aboard the Pacific Fleet ocean minesweeper *uss Endurance* (MSO 435), it may be hard to find. Since November 1963, 21 men became eligible for reenlistment. Of these, 12 shipped over while four others extended their enlistments. This makes a retention rate of 76.2 per cent—a figure which few ships can match.

And then, last month *Endurance* broke its own record when two more men took the reenlistment oath.

ARTIST'S SKETCH shows comparative designs of three versions of *Polaris* missiles and proposed *Poseidon* missile. *Polaris* A-1 is now being phased out of Fleet. A-2, with 1500-mile range, is deployed on 13 submarines. A-3 has 2500-mile range; is operational in both Fleets. *Poseidon* has a greater diameter than A-3, but can be carried by Fleet ballistic subs with modifications to launching system; carries double the A-3 payload.







THREE DIVING rigs used for training are displayed aboard YFNB 17. Right: Instructor explains hard hat to class.

### YFNB-17 Is Their Alma Mater

The faculty members at Salvage Barge YFNB-17, anchored at Norfolk, Va., claim their barge is the only afloat school in the Atlantic Fleet preparing volunteer Navymen for qualification as second class divers.

In addition to its function as a school, YFNB-17 is also an active salvage barge. When there is a job to be done, it is on its way—students and all.

The school performs the unusual function of supplying the Navy with about 100 qualified divers each year. Its graduates are apt to receive underwater assignments ranging from raising sunken craft in the Arctic to repairing hulls in the Caribbean and Mediterranean.

Applicants for the 12-year-old school are sought mainly in the deck and engineering ratings. However, those in other fields are also encouraged to make diving a career provided they have a hankering to do so and their parent command can use their services.

Each man who successfully completes the school's intensive nine-week program is designated a diver, second class. This is the first step in the three grades of proficiency assigned naval divers. The others are diver first class and master diver. For the two higher ratings, additional schooling is required.

To qualify for second class, the student must become familiar with scuba, hard hat and shallow water (light weight) diving. The appearance of the frogman scuba gear is familiar to almost everybody and so is the hard hat used in deep-sea diving. Shallow water diving requires a

special mask through which air is received from the surface.

The first few weeks at the SERVLANT school are devoted to classroom instruction where the students are mentally prepared for diving. The textbook is the *U. S. Navy Diving Manual* which gives the prospective divers a wide range of science instruction including college level physiology.

When they finish their classroom work, the students are introduced to the practical side of diving.

Navy diving is no game for the weak. Much of the students' time is spent in the water, beginning with a 1000-yard surface swim in a local pool. After they have successfully completed their preliminary testing, the students are instructed in the specifics of salvage diving, techniques in underwater demolition, burning, welding and other related tasks.

Most of the Navy's divers like the versatility the job offers and the sense of accomplishment they have when a job is finished. None, so far, has found the diving incentive pay each qualified diver receives any impediment to continuing a career as a Navy diver although the work is frequently risky.

Most of all, the graduates of YFNB-17 simply like being divers.

—Richard L. Earl, LTJG, USN

### Air Station Logs Time at Sea

NAS POINT MUGU, Calif., has a surface craft department, and a busy one, too.

During the past year the naval air station's seagoing Navy has participated in 1385 operations, spent 8233 man-hours at sea and logged 65,727

miles. And it did nearly all of this as a service to fellow Navy commands.

A force of four officers and 135 enlisted men make up the surface craft department. Their fleet consists of four aviation rescue craft, two weather patrol boats, two converted PT boats, two yard freight utility vessels and a tug.

Though attached to the naval air station, the department moors at Port Hueneme, 10 miles to the south, because of the docking facilities available there.

The unit's primary task is retrieving missile targets for the Pacific Missile Range and Naval Missile Center, but this is only one of the tasks the unit is called upon to perform.

It provides surveillance and clearance of the inner sea test range.

It assists distressed ships and searches for downed pilots.

It provides transportation for Fleet personnel to and from ships anchored offshore.

Two of the department's landing craft serve as a lifeline for San Nicolas, Santa Cruz and Anacapa, three islands off the California coast. Regular trips are made to the islands with personnel and equipment.

The unit has helped in the development of such systems as *Arcas*, *Bullpup*, *Terrier*, *Regulus II* and *DENPRO*, a density probe program.

Last December one of the unit's aviation rescue craft participated in the training of ordnance crews during Fleet operations near San Nicolas Island.

The department's yard freight utility vessels have been used to launch *Hydra-Iris* missiles.

Department personnel are also called upon to hunt porpoises for the

## Barber's Point Carries On, Weather or Not

*An open note to the Honolulu Chamber of Commerce on behalf of the Navy:* We love your weather, and to say that it's usually favorable is an understatement. So don't get us wrong about that busy little GCA unit at NAS Barber's Point.

We agree that the idea of it being so near Honolulu seems a little absurd—after all, GCA ordinarily serves as the pilot's "eyes" on the ground to assist with landings during low visibility and unfavorable weather conditions.

We're not trying to give your place a bad name by chalking up our 150,000th GCA landing. Not at all. Neither do we mean to detract from your city's enviable weather reputation when we say that Barber's Point has one of the most

active GCA units in the Navy.

If prospective tourists cock a skeptical eye at our noteworthy achievement and threaten to visit Florida instead, remain calm. Explain that our GCA unit is primarily used for training military pilots for the day they might really be caught in bad weather (in some other part of the world—naturally), and that the Navy's very pleased to have such an ideal location for training purposes (as are the Army and the Air Force, who also use the Navy's facilities).

Thus reassured, your now confirmed tourist might wish to know more about our unit. You could say we established it in 1953; and during its 12 years of operation we have averaged 34 GCA landings

every day, seven days a week.

Ours is also the only one in the Hawaiian area, which makes it the only place on the island where military pilots can fulfill their requirements to complete a specified number of GCA landings every quarter.

Our boys who run the unit are topnotch. Using radar and other devices, they control approaching planes and talk the pilots down to safe landings. Their understanding of any emergency situation and their ability to cope with it immediately may mean the difference between life and death.

With an understanding of our story, your tourists can relax at Waikiki confident in the knowledge that we only *simulate* bad weather in Hawaii.

NMC Marine Sciences Division.

In addition to its operating schedule, the department is responsible for repair and maintenance of its equipment. It is equipped with a machine shop and facilities for shipfitting, carpentry, electric and electronic work. The unit's 11 boats are overhauled on a regular rotation basis.

One of the surface craft crews provides a 24-hour alert for any emergency that might arise on the inner sea test range, an area stretching from the California coast to San Nicolas Island.

Not bad for an air station.

### Retiring Eleven Hashmarks

**S**ID ZERAMBY, who's been real gone during most of his 45-year career, is now gone for real. The chief musician and his 11 hashmarks have retired.

Zeramby went out in style, with

a luncheon attended by a horde of military and civilian dignitaries and Rear Admiral Howard A. Yeager as head speaker, followed by a boot camp recruit review in the chief's honor. During the ceremonies he received a SecNav commendation for his long and faithful devotion to duty.

Sid's bands have played for Bob Hope and President Harry Truman, among others.

His career began 14 May 1917 at Boston, Mass. He received his first training on the old *uss Constellation* at Newport, R. I. During World War I Zeramby served on numerous ships and stations, including Admiral William S. Sims' flagship *uss Dixie* at Queenstown, Ireland.

After that war, he tried civilian life for a few years, but returned to the Navy in 1922. During World War II he saw action in the Marshall Islands; Marianas; Hollandia, New

Guinea; Iwo Jima; and Okinawa. He also participated in the Battle of the Philippine Sea, Battle of Formosa and invasions of Lingayen Gulf, Leyte, Mindoro and the Caroline Islands.

In August 1956, while representing the U. S. and NATO, he directed the band of Commander Allied Forces, Southern Europe at the music festival in Messina, Sicily, in which bands, singers and entertainers from all over Europe participated.

An accomplished composer, he has written several marches.

The chief has had hundreds of musicians, some of them personalities in their own right, working under his supervision during his career. During World War II many former members of bigtime bands played in his group.

Retired Navy Chief Musician Sid Zeramby now lives in Long Beach.

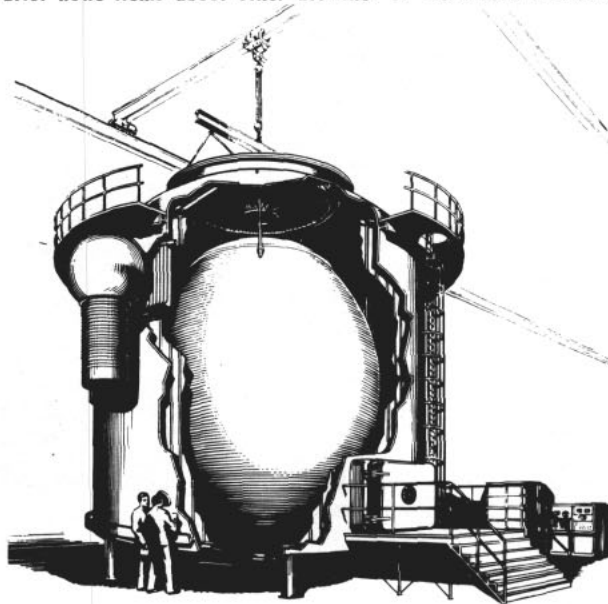
**WHAT A WAY TO RETIRE**—Dorman E. Lowry, PRC, saluted sideboys, then entered Fleet Reserve—from the air.





# SERVICSCOPE

Brief news items about other branches of the armed services.



**HIGH VACUUM** test chamber now being built at Wright-Patterson AFB, Ohio, will be used to evaluate space gear. Simulated altitudes of up to 990,000 feet can be reached.

PATA OUGHT TO TAKE a tundra trip very well, according to first reports reaching the Army about its new prototype amphibian vehicle. The cross-country utility carrier—now under evaluation by the Army—can also travel over mud or open water, carrying 10 fully equipped combat troops or other payloads. And it rides on air.

PATA stands for Pneumatic All Terrain Amphibian, a name derived from the vehicle's air-filled rubber tracks, which operate along the same concept as a bulldozer's steel tracks. It has a one and one-quarter ton capacity, and it floats.

Maximum air pressure in the inflated tracks, or "cells" as they are called, is only one and one-half pounds per square inch (compared to 28-32 psi in a standard automobile tire). This affords the vehicle very low ground pressure and a consequent marked performance advantage over conventional vehicles.

The vehicle's relatively quiet operation and ability to traverse virtually any terrain might make it especially useful in reconnaissance or commando type combat operations, which require stealth, along difficult routes of approach and a possible fast getaway.

Because of its unusual characteristics, the Army hopes PATA will provide new ground mobility for combat troops. Lightweight construction throughout not only contributes to all-terrain performances but also permits PATA to be transported, fully loaded, by cargo plane or lifted by helicopter.

★ ★ ★

**THE AIR FORCE CLAIMS** one altitude and six speed records as a result of recent speed runs conducted by a YF-12A from Edwards Air Force Base, Calif., on 1 May.

Records claimed are:

- Speed over a straight course: 2062 mph.
- Altitude in horizontal flight: 80,000 feet.

- Speed over a closed circuit, any distance: 1688 mph.
- Speed over a 1000-kilometer course, closed circuit, without pay load: 1688 mph.
- Speed over a 1000-kilometer course, closed circuit, with 1000 kilograms pay load: 1688 mph.
- Speed over a 1000-kilometer course, closed circuit, with 2000 kilograms pay load: 1688 mph.
- Speed over a 500-kilometer course, closed circuit: 1642 mph.

★ ★ ★

IN ADDITION TO all the roaring, clanking and occasional squeaking of a bulldozer, another sound—a thud—may soon be part of its operation. The Army is studying a new theory (called impact assist) which may increase the efficiency of this earthmoving machine.

Instead of grinding away and spinning its tracks in an attempt to get a good bite in the conventional manner, the dozer with impact assist will move toward its target and force the blade into the ground with a good-sized push. This will, theoretically at least, allow the bulldozer to cut and move the soil a little faster.

Mathematically, the impact assist theory indicates that a 20,000-pound tractor could weigh 2600 pounds (13 per cent) less and still keep the same production rate. Or by keeping the same weight, it could increase its production approximately 15 per cent.

If the theory proves feasible, it could be applied to other types of earthmoving equipment, such as scrapers, shovels, graders and scoop-loaders.

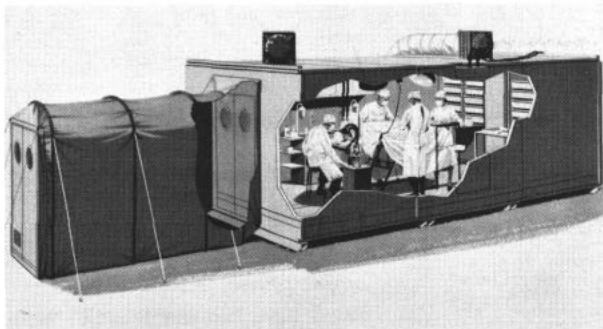
★ ★ ★

**WOMEN ARE BACK** as members of the United States Coast Guard after an absence of 20 years. Members of the women's corps of the United States Coast Guard Reserve are called SPARS and during World War II, about 11,000 of them served their country by relieving men in shore assignments so they could fill billets at sea.

The present crop of SPARS consists of 21 young women whom the Coast Guard expects to form a nucleus of future Reserve strength. SPARS enlist for three years.

**DEADLY STINGER**—Army helicopter shows turret-mounted M-5 grenade launcher recently delivered for testing.





**SURGICAL FACILITY** in field is set up in shipping container used for U. S. Army MUST field hospital.

One year is spent on active duty while the remainder of their service is given to their hometown Reserve unit.

The 21 new SPARS took their boot training at Bainbridge, Md., and found it no pushover. Their studies included physical education, naval and Coast Guard history and organization, citizenship and personal appearance.

During their 10 weeks of training at Bainbridge, the new SPARS won the recruit flag for academic achievement and the award for the best drill company. The girls also composed their own Coast Guard song, and one recruit earned the American Spirit Honor Medal—the top honor at the center.

After taking their first leave, the new SPARS were assigned to the Coast Guard Training Station at Groton, Conn., where they will attend yeoman and storekeeper schools.

The Coast Guard plans to train one group annually.

★ ★ ★

**THE GOLDEN KNIGHTS**, an Army parachuting team, have set 60 world records in precision parachute jumping and raised the total number of U. S. records to 93. There are 128 parachuting categories, and the Golden Knights hold top scores in 90.

The records were set during a series of day and night jumps at Lincoln, Calif., this spring. All measurements and technical conditions during the record attempts were certified by a qualified international judge licensed by the Federation Aeronautique Internationale (FAI).

When FAI officially recognizes the Golden Knight scores, world record standings will be: U. S., 93; Soviet Union, 21; East Germany, 5; Czechoslovakia, 5; Bulgaria, 2; Rumania, 1.

Before the Golden Knights' jumps, the Soviet Union held 49 per cent of the records.

The target for all jumps was a small red disk approximately six inches in diameter, located in a one-meter square formed by four white panels. All the Golden Knights' latest records were for group jumps, and scores were based on average distances from the target.

Of the 128 possible world records, 64 are for daytime jumps and 64 for night. They are performed from altitudes of 600, 1000, 1500 and 2000 meters.

★ ★ ★

**THE WORLD'S FIRST** nuclear-powered lighthouse, situated in Chesapeake Bay, began its second year of operation this spring. The nuclear generator was installed on

20 May 1964 and was designed to operate unattended for 10 years in the Coast Guard's first nuclear-era lighthouse.

Conventional lighthouses performing similar functions are powered by batteries, which must be replaced once a year.

The Chesapeake Bay reactor was developed under the Atomic Energy Commission's SNAP (Systems for Nuclear Auxiliary Power) program and furnishes 60 watts of power. Including the shielding, it is about 35 inches high, 22 inches in diameter and weighs about 4600 pounds. It is fueled by 20 pounds of strontium titanate, which is a form of strontium 90.

Strontium fuel capsules are enclosed in a sealed heat accumulator block which is used to conduct the heat energy to the thermocouples. The block provides additional protection against release of the fuel.

As no moving parts are involved, the generator is not subject to mechanical failure. The heavy external shielding (depleted uranium) reduces external radiation to safe levels and contributes to the over-all ruggedness of the unit.

★ ★ ★

A **TINY DEVICE** which plugs into any Army radio and converts the dots and dashes of Morse code to English letters has been developed by the Army. The letters are then shown on a viewing screen from which the operator can copy the sequence of letters as they appear. The translator enables soldiers untrained in code operations to read messages sent by radio when voice communications are erratic or unintelligible.

The translator, which is about the size of a cigarette package and weighs less than one pound, is a major miniaturization achievement. It contains 350 diodes and 75 transistor circuits. The display panel which frames letters uses 17 tiny incandescent lamps and a power pack of four small re-chargeable nickel cadmium pen-light batteries.

The translator will be particularly useful in jungle terrain because low continuous-wave frequencies on which Morse code is carried are better able to penetrate jungle foliage and cover more distance than voice radios.

**COAST GUARD** cutters *Point Ellis* and *Point Welcome* moor while awaiting transportation to duty in Vietnam.





# LETTERS TO THE EDITOR

## Exam Questions Are Fair

SIR: About two months before we took the February advancement-in-rating examination for the PH rating, we received several copies of an Exam Information Sheet which, the directions said, were to help us study for the exams to be given in February and August of this year.

The study assistance supposedly furnished a complete and up-to-date copy of the qualifications required for pay grades E-4 through E-7 and a copy of the current bibliography of source materials covering the qualifications. The exam questions were to be taken from material listed in the bibliography.

The bibliography section of the Exam Information Sheet listed NavPers 10375 as a study guide for Photographer's Mate 1 and C. We studied it, but apparently wasted our time because several questions on the E-7 exam were taken from NavPers 10375A which is a recent revision. A few questions concerning the EH-38A processing machine are covered only in the new revision.

We feel we have a legitimate gripe and would like an explanation of what happened.—J. C., PH1, USN; J. J., PH1, USN; G. Y., PH1, USN.

• You apparently became so engrossed in studying some parts of NavPers 10375 that you missed the advice given in the "Quals Manual" and repeated in NavPers 10375 to the effect that all higher pay grades may be held responsible for the material contained in publications listed for the lower grades for that particular rating.

Most of the questions you thought came from NavPers 10375A were actually taken from the NavPers 10-1TB series of publications known as "Photographic Technical Bulletins," which

## Fractional Year Counts

SIR: According to your article on the Fleet Reserve (January issue), a man can serve 19 years and six months day for day and transfer to the FR as though he had completed a full 20. Does this also hold true for 25 and six? A raise is involved which would certainly help in the retainer pay.—J. W. F., HMCS, USN.

• The Comptroller General's ruling (MS COMPGEN B-142920 of 18 Oct 1960) says that, when computing retainer pay, it is legal to credit a fractional year of six months or more as a full year. Therefore, the decision applies equally to a member who has served 25 years and six months.—Ed.

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address: letter to Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D.C. 20370.

were included in the PH bibliography listed on the Exam Information Sheet as being applicable to the examination for first class.

We can understand that you were probably pretty shook concerning the questions on the EH-38A processing machine. As you know, there were two items in the exam concerning the machine and both were, as you said, taken from NavPers 10375A.

Both the items were discovered during routine verification procedures on the day of the examination. They were, however, not taken into consideration when the examination was scored so your final multiple wasn't affected one way or the other by their presence in the exam.—Ed.

## Specialty Pay

SIR: Is an enlisted man under instruction eligible for proficiency pay? As I understand BuPers Inst. 1430.12F, paragraph 6b, he is if his NEC code is authorized specialty pay and he is working in a billet that requires his particular skill. Does this also apply to a man who is under instruction for a period of, say, six to 16 weeks?—H. E., PN1, USN.

• Had you read this same instruction a little further, you would have found the explanation in paragraph 9f.

To answer your question: yes, it's possible. However, just as in nearly everything that involves money, it depends.

It goes without saying that a man must already be drawing specialty pay when he begins this training. If his specialty-to-be is not among those which are eligible for this pay, it will be revoked when he reports for training.

But if his new specialty is designated to receive specialty pay, he will continue to collect it during his tour of instruction. The amount he receives, however, may be the same or lower, but will not be higher.

This means that, while retraining for a new specialty, if his new skill pays a lesser amount than he had been receiving, he will receive the lower amount.

But if his new specialty is designated to pay more, he won't get the higher amount until he reports to his new duty station and fills a billet that requires his new skill.—Ed.

## Warrant Officer Assignments

SIR: I have two questions about the Navy's revitalized Warrant Officer program, and I cannot find the answers in current directives.

First, will the personnel selected for the program know their ultimate duty station before they report to indoctrination at Newport, R. I.?

And second, upon assignment will the person's former enlisted rating be taken into consideration? For example, my present rate is chief postal clerk. Would I be assigned to duties involving postal work, or would my assignment be equivalent to a former yeoman or personnelman?—W. J. P., PCC, USN.

• Whenever possible, the Bureau of Naval Personnel will issue "through" orders. This means the order will tell each selectee to report to the appropriate indoctrination school and, upon completion and commissioning, report to his ultimate duty station. Of course, through orders will not be possible in every case.

When making the ultimate duty assignment, the Bureau does take your previous experience into consideration. However, in your case (also for JOs and HMs who are selected for Ship's Clerk) your initial assignment would be as a personnel or administration officer. The Navy wants you to be qualified in your officer specialty.

In subsequent assignments, however, you may fill a postal-type billet.—Ed.

## A Mere Youngster, Guadalupe

SIR: On page 26 of the April issue you asked for the names of ships 25 years or older to compete with USS Platte (AO 24) and Cimarron (AO 22). As a former crew-member, I would like to enter USS Guadalupe (AO 32) in the sweepstakes. She was commissioned either in 1939 or 1940.—G. H. T., JOC, USN.

• Guadalupe, according to the historical reports we checked, doesn't quite have it made yet. She was completed as a merchant ship in June 1940, but wasn't commissioned in the Navy until 19 June 1941. So, if you're waiting for a piece of birthday cake, you may get hungry. Thanks for the entry, anyway.—Ed.

### Question on Retainers Pay

**SIR:** A little problem with constructive time.

BuPers has authorized me to be transferred into the Fleet Reserve on 30 August 1965. I will have 19 years and 10 months' total service, including six months' constructive time.

I happened to talk to a YNCS in another ship about getting out, and he told me my retainer pay will be based on two and one-half percent of my basic pay times 19 years, because my six months' constructive time is not counted active service. He further stated constructive time is just to qualify a Navyman for transfer into the Fleet Reserve, but not counted in figuring retainer pay.

So I came back aboard ship and talked to the chief YN here about the situation. He said the YNCS was not reading his book correctly. And he contended my six months of constructive time is counted active service and I will be paid 20 years on retainer pay—unless I am an E-7, in which case it would be computed differently.

Who's right? If my retainer pay will be only for 19 years, I will extend for two months in order to complete 19 years and six months' active duty.—B. A. H., SD1, USN.

• Neither is right. As indicated in "BuPers Manual," Art. C-13404, constructive time is counted as active service for the purpose of transferring to the Fleet Reserve. It should be noted that credit for constructive service (minority enlistment counted as four years of active service and enlistments terminated within three months of EAOS counted as completed enlistments) is applicable only in the determination of the multiplier factor for retainer pay computation and is not credited for basic pay purposes.

As indicated in "BuPers Manual," Art. C-13404, a part of a year that is six months or more is counted as a whole year. Therefore, since you will have 19 years and six months of service (including constructive time when you transfer to the Fleet Reserve, your retainer pay will be based on  $2\frac{1}{2} \times \$338.40 \times 20$  years. The pay grade has no bearing on the manner in which retainer pay is figured; it merely increases it.—ED.

### More on That Blast

**SIR:** In reference to your February article "This Could Be a Blast, Man," concerning the release of the new MK 46-O torpedoes, *uss Sarsfield* (DD 837) would like to add additional facts to the history of the vast test and evaluation program on the Atlantic coast.

Evaluation began when the Key West test and evaluation group sent project officers to the new test site in the Caribbean. Months of work went into preparing the sound computer lab for tracing, plotting and recording each MK 46



**NOT READY TO RETIRE** after 21 years of service, *USS Taussig* (DD 746) is tops in squadron. Ship is now undergoing overhaul to keep her battle ready.

shot fired in the test program.

*Sarsfield* began its evaluation in 1964. After about two months of work in the Caribbean, she returned to Key West for a short stay and then commenced shallow water testing off Key West.

After this, *Sarsfield* once again headed south to her Caribbean test site and began the last testing phase. *uss Forrest B. Royal* (DD 872) came along this time and completed some Asroc shots. During the trip, *Sarsfield* launched many shots, completing all but the final cold water launches.

To give credit to all who took part would be impossible. Other ships involved in the project were *uss Salinan* (ATF 161) and *Sea Torro*, a torpedo retriever from the Sixth Naval District, which transported and recovered all shots fired.—T. C. Fritz.

• Another story behind the story, come to light through the courtesy of one of our readers, for which we are thankful. We agree that it is impossible to mete out all due credit, but we are happy to record *Sarsfield's* portion herewith.—ED.

**OUTSTANDING**—Benjamin R. Cooper, PN1, receives citation as Com-Three Sailor of the Year from Rear Admiral Redfield Mason. Cooper won award for work at ComThree Headquarters and as an instructor at the district's Enlisted Classification Procedures School. Mrs. Cooper holds engraved silver cup presented to her husband by the New York City chapter of the Navy League of the United States.







**SHIP'S SHOPPERS** take advantage of supermarket approach to replenishing commonly used supplies at Norfolk Naval Supply Center's self-service Servmart.

#### Distance No Bar to Separation Pay

SIR: An E-4 with over four years' service is assigned to a ship on the East Coast. His wife resides in the Philippines and receives BAQ but she has never accompanied him to the United States.

While deployed from the ship's home port, eligible crew members were paid separation allowance (FSA-S) but it was denied the E-4 because his wife is located in the Philippines.

It is my opinion, after reading SecNav Inst. 7220.46A, that the E-4 is entitled to receive separation allowance during the time the ship is away from the home port in excess of 30 days.

Can you clarify?—F. N. B., YN1, USN.

• According to the facts as you state them, it would appear that you are correct. The E-4 would be entitled to separation allowance even though his wife resides in the Philippines. This brings up a point which may cause confusion and possibly prevent other men from being paid separation allowances under circumstances similar to those you mentioned.

SecNav Inst. 7220.46A, paragraph 5b(1)(a), authorizes payment to be made if the Navyman "maintains a residence or household for his dependents which he likely would share with them as a common residence during periods of leave or such other times as his duty assignment might permit, whether or not it is located at the home port or station from which he proceeded to the assignment involved."

It is our guess that, in the case you

mentioned, payment was denied on the grounds that the E-4 would not likely share his wife's residence in the Philippines "during periods of leave or such other times as his duty assignment might permit."

The pay and allowances experts in the Office of the Comptroller don't look at it that way, however. In this jet age, they say, there are few, if any, places in this world to which a Navyman on 30 days' leave could not travel. The distance angle would, therefore, not provide an impediment to payment of a separation allowance.

However, under the provisions of the SecNav Instruction, payment of the separation allowance should be denied to a man who, for example, is supporting his children who reside with their mother (the Navyman's divorced wife) who has, since the divorce, remarried.

Undoubtedly there are other similar circumstances which would bar the payment of a separation allowance. The regulation guards against a separation allowance payment being made in these unusual family situations rather than against distances separating a man from his dependents.—ED.

#### Aviation Midshipmen

SIR: In February's issue (Way Back When, page 57) you said, "Since March 1883 there has been no such rank as midshipmen in the Navy except as it refers to Naval Academy and NROTC students."

Sorry, but if that's the United States Navy you're talking about, I'm going to have to disillusion you.

Several hundred men, including myself, were appointed midshipmen in the Navy in 1948, when we began flight training at NAS Pensacola. Commonly referred to as aviation midshipmen, we spent two years in that rank. During the two years the majority completed flight training and reported for duty with Fleet squadrons as designated naval aviators.

In my case—fairly typical, I believe—I served as a naval aviator in Attack Squadron 115 for five months as a midshipman, USN. Over half the pilots in my squadron were midshipmen for several months and there was at least one in a sister outfit who flew several combat missions in Korea while still a midshipman.—Leo T. Profilet, LCDR, USN.

• Good point. We completely forgot, among other things, the Holloway Plan.

In August of 1946 the Holloway Plan was authorized, and men who qualified were sent to two years of college. After completing the two years they were sent to flight training, where they were appointed aviation midshipmen.

Midshipmen in this program remained midshipmen through two years of flight training and flight duty—which explains why midshipmen were flying in operational outfits.

The midshipman program lasted about one year, with the input into colleges being discontinued in August 1947.

During the same period the Secretary of the Navy was authorized by Title 10, U. S. Code 6906 to appoint aviation midshipmen from a number of other sources.

So, basically, you're correct. The only argument we can scrape up is our use of midshipmen, when under the Holloway plan the term was aviation midshipmen. We admit the distinction is pretty picayunish.—ED.

#### No Discrimination Against POs

SIR: During the past two months, I have noticed in our plan of the day that first term personnel can, upon reenlistment, have their choice of their next duty station.

I always thought that such incentives were offered to all reenlistees regardless of which hitch they were serving.

So what's the story? Does the Bureau of Personnel consider second and subsequent enlistees unworthy of special incentives?—E. W. S., RM2, USN.

• Hardly. Though it may seem that way at first glance, the choice of duty option doesn't give first-term personnel any consideration over career personnel. You might say that, basically, this choice of duty incentive program makes available to the first termee what you have had all along—namely, Seavey/Shorvey. This means that, at every transfer, you have the same program which the first termee can only receive upon his reenlistment. That's a big difference.

Since first-term personnel are virtually eliminated from Seavey/Shorvey, the Navy provides them with a duty assignment option at reenlistment time.

You may be interested to know that those first termers who sign up for their second hitch under this option do not receive any priority over Seavey/Shorvey personnel. In other words, a first-termer won't receive his choice of duty if a senior man on Seavey requests the same area, and there is only one billet open.

If you're still not clear on the subject, check the March issue of ALL HANDS and BuPers Inst. 1306.73A. Between the two, all your questions should be answered.—Ed.

### Chiefs in Uniform

SIR: Can chiefs wear civilian clothes on and off Navy ships? There are various ships around here that apparently have authorized their CPOs to wear civilian clothes. Are there any instructions that would give the Commanding Officer authority to permit this?—D. W. P., STC, USN.

● If there is an instruction, we haven't heard about it. "Uniform Regs," 1959 (Art. 1140), says, in effect, that enlisted personnel are not permitted to have civilian clothing in their possession aboard ship. But they may have such clothing while stationed at a shore-type naval activity if the commanding officer specifically says they can.

The Permanent Naval Uniform Board has considered the subject of authorizing chief petty officers to have civilian clothing aboard ship. However, the recommendation was that such authorization not be granted, since the Board felt that the smartly uniformed chief is a better guide to his subordinates ashore as well as aboard ship. It did not wish to reduce the effectiveness of this source of leadership for the convenience it might offer chief petty officers.

In addition, storage space aboard small combatant ships is at best barely adequate for the required CPO uniforms.—Ed.

### 300 Miles Per Day

SIR: It appears to me that the government is trying to save money at the expense of servicemen's lives. I refer in particular to the new 300-mile minimum which you reported in the February issue of ALL HANDS.

It would be interesting if the persons responsible for this decision would drive from Key West, Fla., where I am stationed, to Miami (a distance of 449 miles) via the Overseas Highway with its two narrow lanes and some 47 bridges, as well as its average of 2000 tourist cars per day.

This section of the trip is only 150 miles, but it requires from four and one-half to five hours to negotiate. For the individual traveling under orders northward, this leaves a possibility of his having to travel an additional 299 miles in three or three and one-half hours,

### Pro Pay Leading Chief

SIR: I have heard conflicting opinions on my eligibility for pro pay while acting as leading chief in my squadron. Is it true that an otherwise qualified E-8 loses his entitlement to pro pay upon being assigned duties as leading chief?—A. H. B., ATCS, USN.

● Under the provisions of the proficiency pay program, as outlined in BuPers Inst. 1430.12F, all career petty officers whose military specialty is included on the list of those authorized to receive pro pay will receive the

award provided:

(a) They are recommended by their commanding officer; and

(b) They are considered qualified in that military specialty and are serving in a billet utilizing the skills of that military specialty.

There are also other provisions relating to obligated service. However, the commanding officer's judgment determines whether or not the reward will be made, and in your case, continued.—Ed.

since the recent mileage change authorizes no additional travel time for any increments less than 150 miles. I don't think it is possible to drive 449 miles in eight hours leaving Key West and doing it safely and legally.

I doubt if there is any other single factor that could damage the Navy's Safe Driving Program faster than this new mileage policy as expressed in BuPers Notice 4600 of 30 Nov 1964, since this policy requires faster driving in less time without regard to the condition of the roads.—R. O. S., EM2, USN.

● We haven't made the trip recently, but you probably have a point. As you may know, 250 miles as a basis of computing travel time by POV on a permanent change of station has been under study for several years, and the decision to raise the minimum mileage to 300 was based on statistics and Government Accounting Office reviews which indicated 250 miles was an unrealistic base. This conclusion was reached because of the progress made in state highway construction programs and the general improvements in automobile travel conditions.

It was back in 1939 that 250 miles per day was adopted as a basis of minimum travel at a time when most roads in the United States were about the

same as your two-lane highway. That was a quarter of a century ago, and the decision was that roads have improved in this period sufficiently to warrant the new mileage allowance.—Ed.

### The World Can Be Your Destination

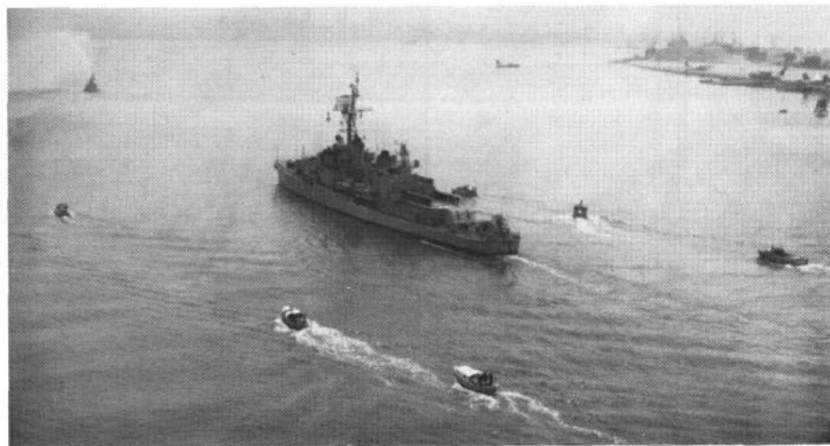
SIR: I am a naturalized citizen, and my home of record is in the Philippines. When I transfer to the Fleet Reserve, I plan to establish my residence there. But would I be entitled to ship my family and household effects to the Philippines at government expense?—R. M., SD2, USN.

● Certainly. When you transfer to the Fleet Reserve, you are entitled to ship your household goods any place you choose to receive travel allowance—in other words, anywhere in the world.

However, here's one point you shouldn't overlook: When you ship your goods to the Republic of the Philippines, you may have to pay a Philippines customs tax which, as you know, is quite high.

For more on this subject, your best bet would be to contact the shipping officer at the nearest household goods shipping activity. He'll have the answers to all your questions.—Ed.

DEPENDENTS couldn't wait to greet USS J. W. Thomason (DD 760), above, and Lofberg (DD 759) after WestPac cruise. They were met in San Diego by ten boats carrying dependents, friends and a band, and given keys to city.







NAVY DIVERS use descending line during underwater training for Sealab II. Men will live in cylindrical tank off La Jolla, Calif., in 215 feet of water.

#### Hot on the High Line

SIR: We believe we have broken the Pacific Fleet record for transfer of ammunition at sea. Not long ago our ship, the destroyer *uss Ingersoll* (DD 652), pulled alongside the ammunition ship *uss Rainier* (AE 5) to take on 72 tons of ammunition. From the time our first line was shot over until the last line was away, it took us two hours and eight minutes to transfer the entire 72 tons. That gives us an exchange rate of 35 tons per hour.

As far as we have been able to determine, the old record was 28.9 tons per

hour. Can you verify our new record?—H. W. S., LTJG, USN.

• The only way to verify your claim is to let the Fleet examine it. Should it not be a record, you can rest assured that you will hear about it.

Not to pick units or anything, we recomputed your exchange rate. We found that, instead of 35 tons per hour, you transferred the ammunition at 33.75 tons per hour.

Nevertheless, it sounds like both ships deserve a tip of the white hat. Frankly, congratulations.—Ed.

#### Use of Welfare and Recreation Funds

SIR: A few relevant questions concerning the welfare and recreation fund are being disputed at this command. Perhaps ALL HANDS can help resolve them:

1. Is it legal to use welfare and rec funds, on behalf of the crew, as a donation to the United Fund in lieu of individual contributions?

2. When W&R funds are used to finance a ship's party or to purchase books for the ship's library, could a non-partygoer or someone who disapproves of the books demand his individual entitlement of monies on a pro rata basis?

3. Are any regulations in effect which authorize or prohibit certain uses of W&R funds?—R. L. G., HMC, USN.

• If there is a dispute about the three questions you raise, Chief, we can resolve it quickly by saying that anyone who answers "yes" to your first two questions is wrong, as is anyone who answers "no" to your third question.

As with nearly every question that

arises concerning the expenditure of funds in the Navy, the answers can be found in the book—in this case, the "Special Services Manual" (NaoPers 15869A).

Article 1241 of this publication states that recreation funds may not be expended for donations to or expenditures for any charitable or fraternal group or organization.

The primary purpose of recreation funds is to finance programs and services to meet the needs of Navymen and their dependents.

Unit recreation funds are established to assist the commanding officer to fulfill his responsibility for maintaining high morale in his command. They may be used for any purpose which the CO considers necessary and proper (subject to certain restrictions listed in Article 1241 of the "Special Services Manual") to provide an adequate, well-rounded morale and recreation program for all authorized personnel on an equitable basis.

But there is no provision whereby recreation funds can be divided and distributed to personnel in cash.—Ed.

#### Several Corsairs; But All Good

SIR: As I was browsing through your April issue, I chanced upon an error that even I—an Air Force-type—recognized. In your article, "Corsair II Slated for Fleet" (page 41), you stated that the original Corsair was the F4U. 'Tain't so.

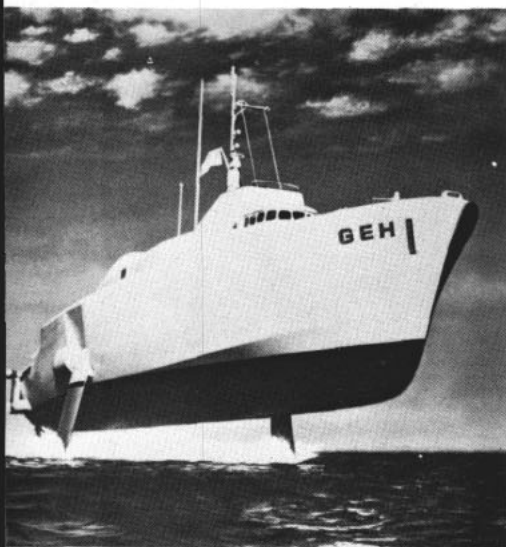
I was raised in the old submarine Navy (a misfortune, according to my Air Force cohorts) and also spent much time around flight lines at various naval bases back in the mid-30s. I distinctly recall a biplane observation craft called the Corsair. Since the years have dimmed my memory somewhat, I cannot recall the plane's numerical designation, but I'll bet my blue suit that you'll have letters from some irate old timers setting you straight.

All of us here at the Alaskan Command look forward to receiving your magazine each month. You do a fine job of passing the word on to the new Navy. —S. C. A., MSgt, USAF.

• You're right, Sarge, but you're also wrong—officially anyway. There were several Corsairs before World War II, including the Navy's O2U and O3U (the planes we believe you are referring to).

However, this name, in addition to nearly all other popular names of pre-WW II planes, was given by the manufacturer without the Navy's official approval. (The Navy, of course, didn't raise any objections, and you can find many official photographs which show the name Corsair painted on the vertical tail fin.) Therefore, the F4U is officially the first Corsair, while the A7A is the second.

The O2Us first came into naval service back in November 1926 and, in February 1930, the Navy accepted its 291st



and final O2U. However, this little one-engine tractor biplane remained in service until the late '30s.

It was quite a plane in its day. In April and May 1927, the O2U broke four world records for its class (a Class C seaplane).

Lieutenant G. R. Henderson broke the altitude record when he reached 22,178 feet above Washington, D. C., on 14 April, carrying a 500-kilogram (1102-pound) payload.

At Hampton Roads, Va., nine days later, LT S. W. Callaway flew 100 kilometers (62 miles) with a 500-kilogram load to break the world speed record for this size seaplane. He flew at 147 miles per hour.

On 30 April, LT J. D. Barner, also at Hampton Roads, broke the 500-kilometer record for the Class C seaplane with the same load as he flew along at 136 mph.

And on 21 May, LT R. Irvine broke the record for 1000 kilometers as he flew the distance at an average speed of 131 mph.

These records, of course, didn't last long—not the way naval aviation was growing.

In June 1930, the first O3U was accepted by the Navy, and the following month, the battleship USS Nevada (BB 36) was the first operating unit to be equipped with this aircraft. Like its predecessor, the O3U was a single engine biplane easily converted into a seaplane.

Although the Navy didn't accept any more O3Us after 1935, this plane remained in service through part of World War II. It proved to be quite useful for observation.

That's the story on the Corsairs. While the F4U may not have been the original, it was officially the first.—ED.

### Depends On How Time Is Spent

SIR: I am an E-9 leaving the service with 25 years and six months of active duty. The way I read your article on transfer to the Fleet Reserve (January 1965) I should be entitled to 65 per cent of basic pay for an E-9 with over 26 years' service.

My disbursing officer disagrees. He says I am only entitled to 65 per cent of the basic pay for an E-9 with 22 years' service.

How about clarifying this retired pay situation for me?—W.P.P., SFCM, USN.

—W. P. P., SFCM, USN.

• It depends. You neglected to say whether your 25 and six was actual day-for-day service or if constructive time was involved, and that is precisely the point upon which the entire problem rests.

As you probably know, the formula for computing retainer pay is two and one-half per cent multiplied by years of active service multiplied by the basic pay for your rate and years served.

Constructive time may be counted for the second figure, years of active service, but not for the third figure—basic pay.

Consequently, if constructive time is included in your 25 years and six months for pay purposes you have somewhat less than 25 and six for basic pay. And since the last longevity jump before the 26-year increase is 22, your retainer pay will be based on the pay for an E-9 with 22 years of service and not on 26 years.

If, on the other hand, you have completed 25 years and six months of service creditable for basic pay at the time of your transfer to the Fleet Reserve, your contention is entirely correct. When retainer pay is computed your

time will be rounded off to 26 years and your retainer pay will reflect the 26-year longevity jump.

For more dope check "Some Basic Facts on Constructive Pay" on page 47 of the January 1965 issue.

Incidentally, though your disbursing officer is undoubtedly a good man to consult, he's not the one to give you a definite yea or nay. Retainer pay is computed at the Navy Finance Center in Cleveland, Ohio.

Good luck and we hope the fishing is good.—ED.

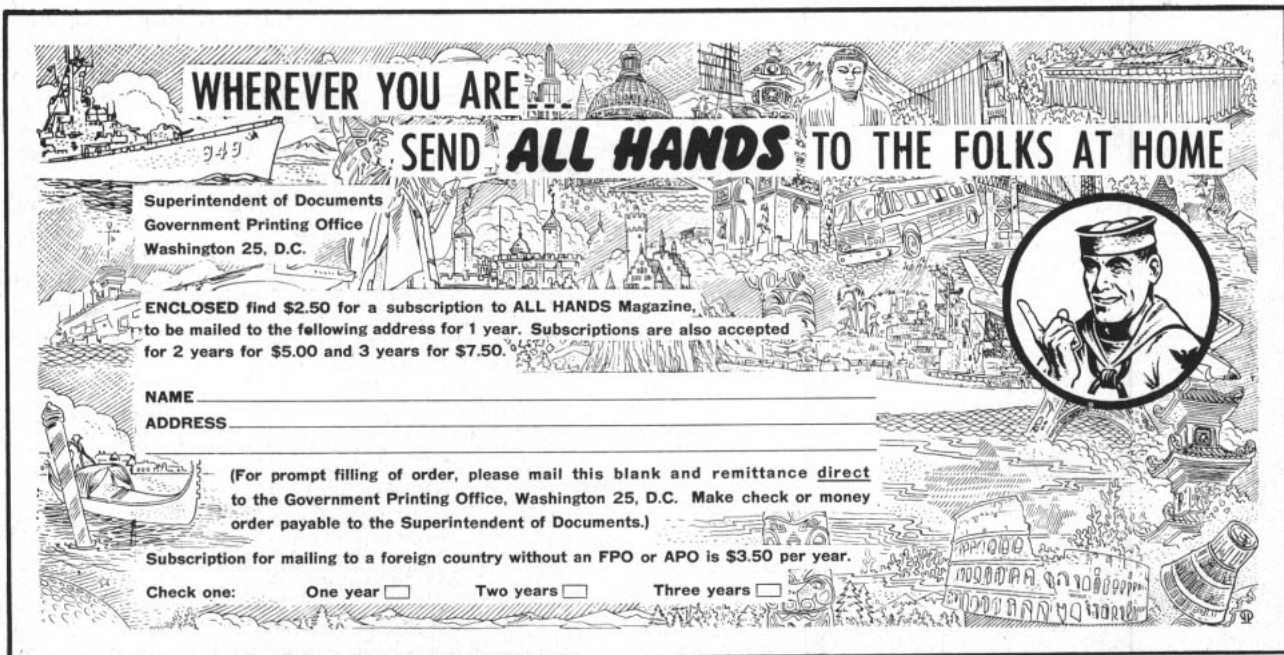
### A Cool Tour in Guam

SIR: Your article on living conditions in Guam in the April issue needs correction. It states that air-conditioner installation is usually made by the Navy's Public Works Center; that if there are no 220-volt outlets in a housing unit, an individual is entitled to have two such outlets installed at government expense; and that the cost for more than two such outlets must be defrayed by the individual.

Public Works on Guam gives no such service at government expense at the present time. To have two 220-volt outlets installed in government housing costs the Navy family occupying the unit \$103.85. Even an extra 110-volt outlet installed costs \$58.35 for the first one and an additional \$35.95 for a second.

This information is not meant as criticism of Public Works policy, but is submitted in the interest of accuracy.—D. B. T., HM1, USN.

• We have passed your information to the appropriate section of the Bureau of Naval Personnel so that a correction can be made to the summary of living conditions on Guam. Thanks for bringing us up to date on this matter.—ED.



**WHEREVER YOU ARE SEND ALL HANDS TO THE FOLKS AT HOME**

Superintendent of Documents  
Government Printing Office  
Washington 25, D.C.

ENCLOSED find \$2.50 for a subscription to ALL HANDS Magazine, to be mailed to the following address for 1 year. Subscriptions are also accepted for 2 years for \$5.00 and 3 years for \$7.50.

NAME \_\_\_\_\_  
ADDRESS \_\_\_\_\_

(For prompt filling of order, please mail this blank and remittance direct to the Government Printing Office, Washington 25, D.C. Make check or money order payable to the Superintendent of Documents.)

Subscription for mailing to a foreign country without an FPO or APO is \$3.50 per year.

Check one:    One year ☐    Two years ☐    Three years ☐



# THE BULLETIN BOARD

## No Need to Pay Federal Taxes for EM Pay Earned in Vietnam

**I**F YOU HAVE SERVED within Vietnam during any month or portion of a month in 1964 or 1965, your entire pay for that month (if you are an enlisted man or warrant officer W-1 through W-4) will be excluded from gross income for Federal income tax purposes.

Two hundred dollars of a commissioned officer's pay may also be excluded from his gross income for tax purposes.

The exclusion also applies to anyone who may have been hospitalized anywhere—even outside the combat zone—as a result of wounds, disease or injury he received while in the zone. His pay exclusion lasts until the end of the month he leaves the hospital, but not for any month during any part of which there are no combatant activities in a combat zone.

The combat zone is defined for tax purposes as beginning at a point on the east coast where Vietnam joins with China. From there, it goes southeastward to 21 degrees north and 108 degrees, 15 minutes east. From there, it moves southward to 18 degrees north and 108 degrees, 15 minutes east.

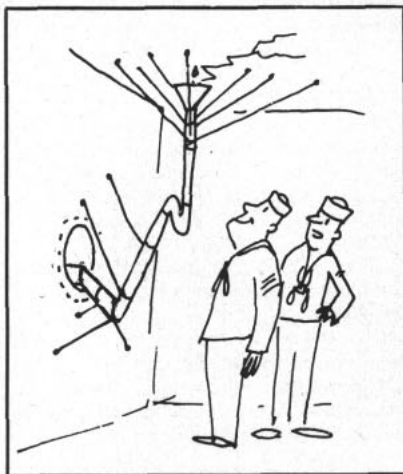
The line then moves southeastward to 17 degrees, 30 minutes north and 111 degrees east. Southward again to 11 degrees north and 111 degrees east.

From there, southwestward to seven degrees north, 105 degrees east. Thence westward to seven degrees north, 103 degrees east.

From there, the line turns northward to nine degrees 30 minutes north and 103 degrees east. From there, northeastward to 10 degrees 15 minutes north and 104 degrees, 27 minutes east.

Then the line proceeds northward to a point on the west coast of Vietnam at the juncture of Vietnam and Cambodia.

Reenlistment bonus and lump sum payments for accrued leave qualify for the exclusion even when a member is discharged and reenlisted outside the zone during the same month



"Wouldn't it have been easier to fix the leak?"

when he was entitled to the exclusion by reason of combat zone service or hospitalization. Travel allowances paid to enlisted men on discharge and savings deposit interest, however, cannot be excluded.

Involuntary withholding of income tax from qualifying officer and enlisted pay stopped retroactive to 1 Jan 1965. It resumes, however, with the next month following the Navy-

• **VIETNAM VOLUNTEERS**—The Bureau of Naval Personnel has been swamped with letters from volunteers requesting duty in Vietnam. Such a volume of mail has been received, in fact, that the Bureau is unable to acknowledge each letter, as originally intended.

Each volunteer may rest assured that his request will remain on file until such time as his services are required, or until the situation no longer dictates additional requirements in the Vietnam area.

Commanding officers are instructed by BuPers Notice 1130 of 1 Jun 1965 to ensure that an entry is made in each volunteer's service record to show that the individual volunteered for Vietnam duty. The entry should cite SecNav Notice 1130 of 9 Apr 1965 (Alnav 15).

man's departure from the combat zone or his release from hospitalization resulting from disability incurred in the combat zone.

Commanding officers of those men in the combat zone from 1 January to 30 April will advise the Disbursing Officer to halt withholding tax deductions. Any Navyman who wishes to do so can request that additional income tax be withheld from his pay in order to cover the non-exempt portion of his pay.

Officers are urged to authorize voluntary deductions covering the taxable portion of their pay above \$200, and thereby avoid an unpleasant surprise at the end of the tax year.

The COs of qualifying Navyman who are no longer in the combat zone will also furnish the disbursing officer with a certificate stopping withholding deductions for men in their command. If proof is not available concerning a man's eligibility, the individual's sworn statement will suffice.

Servicemen in the combat zone or those who are hospitalized outside the United States as a result of injury incurred in the combat zone are excused from filing income tax returns until 180 days after their status ends.

Federal tax bills received during the postponement period may be returned with an explanation of the receiver's status.

Federal income and additional estate taxes do not apply if a Navyman dies while serving in the combat zone as the result of wounds, disease or injury incurred while serving in the combat zone during an induction period.

### Air-Ocean Environment School Is Launched at Lakehurst

A class C Air-Ocean Environment school for aerographer's mates has been established at the Naval Air Technical Training Unit, NAS Lakehurst, N.J. The school will train aerographer's mates in the techniques of processing and analyzing oceanographic data. Such training will sup-

port fleet introduction of the Anti-Submarine Warfare Environmental Prediction System (ASWEPS).

The first class convened on 29 March and its 12 members graduated in mid-May. They will work with ASWEPS teams in the Fleet which collect, evaluate and disseminate ASWEPS data to tactical commanders.

ASWEPS is being developed by the Navy's Oceanographic Office and will be operated by the Naval Weather Service.

The new school will include an introduction to physical oceanography, ASWEPS, fundamentals of acoustics and theory and operation of equipment.

Laboratory instruction will acquaint the student with data reduction methods, transmission codes, plotting models, preparation of environmental analysis and prediction of sea surface temperatures, layer depth, and wave height. Laboratory instruction will also cover the preparation of operational analysis and the prediction of conditions affecting the detection capability of sonar equipment.

## New Retention Guide Ready For Career Counselors

THE NAVY CONTINUES to scrutinize its chain of career-inducing elements for weak links. Latest target for improvement: Career counseling techniques.

Re-stressing the now well-voiced conclusion that Navy readiness depends on the retention of well trained and well qualified career personnel, BuPers has published a new retention guide for use by career counselors.

The document charges all echelons of command with responsibility to meet this challenging problem effectively. But it also points out that, even while faced with a problem of such proportions, the Navy must reserve the privilege of reenlistment only for qualified individuals.

Recognizing that an organized approach to the retention problem is essential, the Navy intends to improve its present organization by placing more stress on personnel counseling at the local level and technical assistance to career counselors from higher echelons.

Retention/leadership development billets have already been established

on Fleet and type commander staffs. Men assigned to these positions are responsible for:

- Maintaining close contact with subordinate commands to insure an effective retention effort is being made

- Monitoring enlisted retention efforts through reports, statistics, quality control, administrative inspections and briefings of key personnel

- Maintaining contact with appropriate enlisted personnel distribution offices and BuPers, to insure expeditious handling of matters relating to reenlistments and retention

- Being a focal point for information and materials relating to the subject.

In other commands, the assigned duties of officers filling leadership or career information billets are to be expanded. These duties will now include responsibility for enlisted retention matters, and the billets will

hereafter be titled Retention/Leadership Development.

Also, an umbrella of trained enlisted counselors (with NEC XXXX/9589 or XXXX/9588) is to be opened widely over the Fleet. Each command must have at least one such specialist to help get the message across to individual Navymen. An additional senior career petty officer, trained in his mission, will be appointed as counselor in each ship-board division (or its administrative equivalent).

Further emphasis and inspiration is to be channeled through division officers, junior division officers and leading petty officers, who are all urged to assume their inherent responsibilities as Navy career counselors.

The new guide, along with a list of retention aids, is published as an enclosure to BuPers Inst. 1133.3F. All personnel concerned should consult it for further details.

## HOW DID IT START

### Little Green Algae—In Space Yet

Little green algae which multiply at a prodigious rate may be a future source of oxygen in space vehicles and nuclear submarines, according to the Naval Research Laboratory.

The use of algae for this purpose, of course, would eliminate the complicated machinery now used to produce fresh air in closed environments.

The algae used in the Research Lab's experiments are known as the Sorokin strain of *Chlorella* and were found in a Texas cow pond.

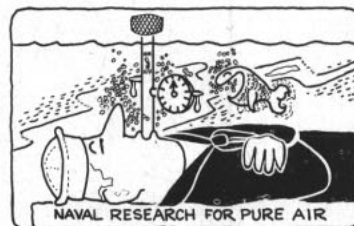
In keeping with the Texan propensity to do things in a big way, the algae double their growth in two hours—faster than any other known strain.

In a spacecraft or submarine, it is estimated that the algae would take about five hours to multiply an equal amount.

According to conclusions reached in NRL experiments, about 18 quarts of the algae culture would be required to supply all the oxygen needed by one man during one day. There are about 150 men on nuclear subs.



One of the greatest advantages of using algae to supply oxygen as compared to the machines now in use, an NRL scientist said, is that algae not only supply oxygen, but would remove carbon dioxide from a closed environ-



ment. They would also rid the air of objectionable odors.

There is only one major drawback. If the algae were used to provide oxygen in a submarine, a more efficient light source would have to be developed to make the algae do their best oxygen-wise.

Under laboratory conditions, light bulbs powerful enough to illuminate parking lots and football fields were used. Such bulbs would consume more power than is available in present-day submarines.

In spacecraft, however, the algae could use the sun as a source of light.

When the algae are expended, the waste looks something like green ink.

Algae are edible, but it would take a hungry man to eat them.



## Want to Find a Nice, Cool Spot? Try Antarctic Duty

THE NAVY is now accepting applications from volunteers for duty with Operation Deep Freeze. Here are the details.

Deadline for the applications is 15 September for deployment to Antarctica which will take place about September 1966. Those selected to winter-over will remain in Antarctica until November 1967.

Navymen who have duty with Operation Deep Freeze are eligible to receive the Antarctic Service Medal. Upon completion of wintering-over, the Navy makes every effort to assign its Antarctic veterans to the duty of their choice when consistent with the needs of the service if, when submitting duty preferences, personnel are eligible for the duty requested.

Here is a list of grades and officer designators which are required for the wintering-over party.

13XX CDR (Commanding Officer)

153X/13XX LT and below, with meteorological experience

13XX LCDR or LT, ground control approach experience

110X LT and below, communications experience

210X LCDR or LT including flight surgeon; previous surgical experience and prior active duty most desirable

220X LT

310X LCDR and below

410X LCDR and below

510X/570X LCDR and below

849X

798X

The following ratings are required for the wintering-over party:

\*ET/ETN, \*RM, YN, PN, SK, DK, CS, SH, SH-3122, EM, IC, EN, DC, MR, SF, CE, CM, EA, EO, BU, SW, UT, CN, \*AG, AB, AC, AT-1577, PH, \*HM, DT.

\*ET/ETN—in addition to general ET/ETN ratings, applicants from NEC ET-1533 are desired.

\*RM—in addition to general RM ratings, applicants from NEC RM-2302 and RM-2342 are desired.

\*AG—graduates of "B" School most desirable.

\*HM—graduates of "B" School most desirable.

Officers and enlisted men selected for the wintering-over party will spend about one year in the Antarctic.

The following is a list of grades

and designators of officers to be selected for duty with Air Development Squadron Six (VX-6). About 25 officers will be selected and three of these will be assigned to the wintering-over party:

13XX CDR and below, experience in C-121, C-117, CH-34, C-130 or C-47 types

132X LT and below, experienced aerial navigators

31XX LCDR and below

711X

741X

831X

680X LT/LTJG

685 LT/LTJG

A total of about 100 men in the following ratings will be assigned to VX-6—23 of whom will be selected to remain through the winter. The remainder will be retained in Air Development Squadron Six for a normal tour consisting of two full summer deployments with Operation Deep Freeze 67 and 68 (September 1966 through March 1967 and September 1967 through March 1968):

RM, CYN, YN, PN, SK, DK, CS, JO, SN, AD, ADJ, ADP, AT, ATR, ABH, ABF, AE, AM, AMS, AMH, AME, PR, AK, PH, AN, AZ, HM, DT, SD, TN.

Although the Navy prefers that the men going to Antarctica be volunteers, non-volunteers will be sent if there is an insufficient number of volunteers. Here are the qualifications for Antarctic service:

- Antarctic Support activities personnel must have 24 months of obligated service from December 1965, or sign an agreement to extend in order to have 24 months of obligated service before transferring from their present command.

- Naval Reservists and personnel

who will be eligible for transfer to the Fleet Reserve must agree to remain on active duty for 24 months from December 1965 before they can be transferred from their present command.

- Air Development Squadron Six volunteers must have 24 months' obligated service from April 1966 or extend in order to have the necessary obligation. Naval Reservists and those eligible for transfer to the Fleet Reserve must also agree to remain on active duty for 24 months from April 1966.

- Everyone selected must have a clear record reflecting sound moral character and professional dedication. Any past, current, or pending domestic or indebtedness problems will be disqualifying.

- Applicants must be recommended by their commanding officer on the basis of performance, technical skill, resourcefulness, versatility and interest.

- Applicants must meet the physical standards for entrance into the naval service which are listed in Chapter 15 of the *Manual of the Medical Department*. There are modifications, however.

The object of the rigorous physical requirements is to obtain men who are both physically qualified and temperamentally adaptable to the conditions of Antarctic service.

- The records of candidates for Air Development Squadron Six in the ratings of RM, CYN, YN, AD, AT, AE, AM, AK, PH and AZ will be examined to determine whether there is evidence which would preclude a SECRET security clearance. A background investigation will be required if one has not been conducted under the provisions of OPNAV Inst. 5510.1B. Also, volunteers for VX-6 must not be on effective Seavey.

Applications will be forwarded by your commanding officer and reviewed by the Commander, U. S. Naval Support Force, Antarctica.

Those best qualified for Deep Freeze duty will be ordered by the Chief of Naval Personnel to the Naval Station, Washington, D. C.; Commander, Antarctic Support Activities, Davisville, R. I.; or to the Naval Receiving Station, San Francisco, Calif., for further screening and assignment.

Enlisted personnel found not qualified will be made available to the



"Is this your idea of a sidewalk cafe?"

Chief of Naval Personnel under the provisions of chapter 20 of the *Enlisted Transfer Manual*.

Officers will be ordered to the above stations on TAD for final screening. All officers will be returned to their permanent duty stations to await the results of the screening. Those selected will be ordered between early April and mid-May for three to five months of special training at Davisville or Quonset Point, R. I.

Personnel to replace those disqualified for Antarctic duty after training begins will be ordered between May and September 1966.

Full details concerning solicitation of volunteers for the U. S. Antarctic Program for 1966 and 1967 can be found in BuPers Notice 1300 of 28 May 1965.

### List of New Motion Pictures Available to Ships and Overseas Bases

The latest list of 16-mm feature movies available from the Navy Motion Picture Service is published here for the convenience of ships and overseas bases.

Movies in color are designated by (C) and those in wide-screen processes by (WS).

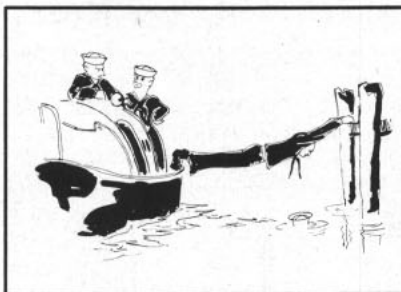
*Dr. Terror's House of Horrors* (1929) (WS) (C): Suspense Drama; Max Adrian, Ann Bell.

*The Tomb of Ligeia* (1930) (WS) (C); Mystery Drama; Vincent Price, Elizabeth Shepherd.

*Woman Who Wouldn't Die* (1931): Mystery Drama; Gary Merrill, Georgina Cookson.

*The Truth About Spring* (1932) (C): Comedy; Hayley Mills, John Mills.

*The Awful Dr. Orlof* (1933):



"As a matter of fact, I thought you brought the boat hook."

Mystery Drama; Perla Cristal, Richard Valley.

*Girl Happy* (1934) (WS) (C): Musical Comedy; Elvis Presley.

*The Pleasure Seekers* (1935) (WS) (C): Comedy Drama; Ann Margret, Tony Franciosa.

*My Blood Runs Cold* (1936) (WS): Suspense Drama; Troy Donahue, Joey Heatherton.

*Atragon* (1937) (WS) (C); Melodrama; Japanese made.

*Blood On The Arrow* (1938) (C): Western; Dale Robertson, Martha Hyer.

*Cleopatra* (1939) (WS) (C): Drama; Elizabeth Taylor, Richard Burton.

*Code 7, Victim 5* (1940) (WS) (C): Melodrama; Lex Barker, Ronald Fraser.

*Clarence, The Cross-eyed Lion* (1941) (C): Comedy; Marshall Thompson, Betsy Drake.

*Young Cassidy* (1942) (C): Drama; Rod Taylor, Maggie Smith.

*How To Murder Your Wife* (1943) (C): Comedy; Jack Lemmon, Virna Lisi.

*Circus World* (1944) (WS) (C): Drama; John Wayne, Claudia Cardinale.

*The Curse Of The Mummy's Tomb* (1945) (WS) (C): Melo-

drama; Terence Morgan, Jeanne Roland.

*Sylvia* (1946): Drama; Carroll Baker, George Maharis.

*Of Human Bondage* (1947): Drama; Kim Novak, Laurence Harvey.

*Hush, Hush Sweet Charlotte* (1948): Drama; Bette Davis, Olivia de Havilland.

### No Charge for Flight Meals For EMs Rating General Mess

All Navy aviators and many enlisted aircrew members must now pay for flight meals. That's the substance of a new Instruction that went into effect this July.

For over 20 years, Navy aircrew personnel have been provided flight meals at no cost, but this practice has ceased. The new requirement brings the Navy in line with the other services, since Army and Air Force aircrew members, for many years, have had to pay for their flight meals. The change was ordered by the Secretary of Defense to insure uniformity.

Here's how much flight meals will cost:

All enlisted personnel receiving a money allowance for food, and all officer crew members not on per diem—\$.40

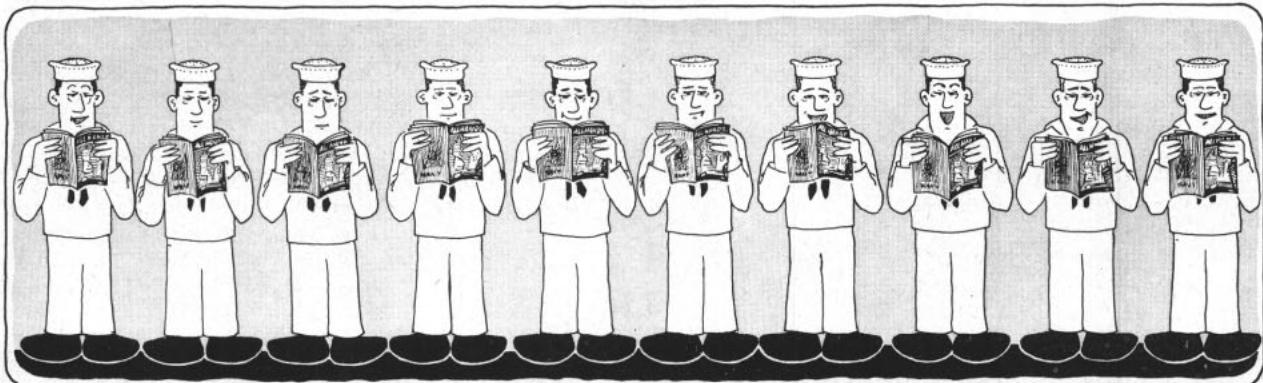
(Enlisted men who will be issued three flight meals in one day will not have to pay more than the value of commuted rations—\$1.09 in the U. S. and \$1.13 overseas.)

All officer crew members receiving per diem—\$.85

All passengers (except enlisted men traveling under orders)—\$.85

Enlisted personnel entitled to a general mess meal at no cost will continue to receive flight meals free of charge.

For more information, check BuSandA Inst. 7330.15.



IT'S TOO GOOD TO BE TRUE—Remember, there is only one copy of ALL HANDS for ten Navymen, so pass this on.



## There's Always Room for You on Navy's Promotion Ladder

**S**HOULD YOU BE looking for a commission, you might do well to look into the Navy's promotion ladder for your pathway to officer country. The Navy offers four programs through which you can receive your commission without (in most cases) a college education. They are:

- Integration Program
- Warrant Officer Program
- Limited Duty Officer (LDO) Program
- Medical Service Corps (MSC) Program

These programs are essentially the same as those reported in the October 1964 issue of *ALL HANDS*. However, a recapitulation of the major points, together with any changes made since that time, may prove useful.

The LDO program is temporarily closed and will remain so until fiscal year 1969. When the selection process is resumed, LDOs will be appointed from the ranks of commissioned warrant officers in grades W-2 or W-3 who received their original appointment after calendar year 1964. Detailed information concerning this revised program will be published at a later date.

Here's a rundown on the opportunities available in the other programs and what each offers you.

**Integration Program**—Offers an appointment to commissioned status to outstanding young petty officers.

It's a small, select group that receive their commissions through this program. Those who make it compete throughout their careers with Regular Navy officers from all sources. Men selected for line appointments (1100) work toward command at sea. This means they can expect to perform general line duties afloat which will give them a well-rounded professional background. They will not continue within the specialty fields of their former ratings.

**Warrant Officer Program**—Provides senior petty officers with a path to officer status within their areas of specialization. Warrant specialists primarily work in close supervision over machinery and weapons and the enlisted personnel who maintain them, but they do not perform many generalized collateral duties.

There are two warrant officer programs: the Warrant Officer (Tempo-

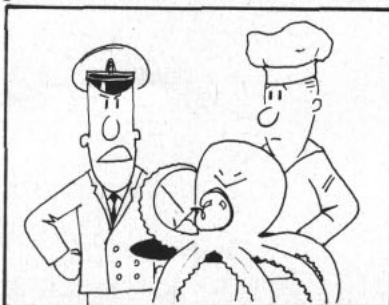
rary) and the Warrant Officer (Permanent). All men are initially appointed to Warrant Officer, W-1 (Temporary), while women are appointed to Warrant Officer W-1 (Permanent). Men may apply for permanent appointment after three years' service as WO (Temporary).

**Medical Service Corps Program**—Provides a path for advancement to officer status for qualified HMs and DTs. There is no path through warrant ranks for Medical or Dental enlisted men. Those selected through this program will be commissioned as ensign.

However, any HMs and DTs who want to be considered for the Warrant Officer program may apply in any area, other than medical and dental, in which they consider themselves qualified. But they should remember that they must compete with personnel who have had many years of practical experience within a specific technical field; therefore, HMs and DTs may find the competition even stiffer. Because of this, personnel in the medical ratings are encouraged to participate in the MSC program under the provisions of BuPers Inst. 1120.15(series).

**THE WARRANT OFFICER** program, of course, provides the greatest opportunity for active duty enlisted personnel seeking appointment to officer grades. You may be eligible for BOTH the Warrant and Integration programs at the same time. You can apply for both and thus increase your chances. But before you get your hopes up too high, check yourself against the following general eligibility requirements for both programs.

- Be a U. S. citizen.
- Be physically qualified for appointment to officer status in accord-



"I don't care WHAT Captain Nemo served his crew!"

ance with standards contained in the *Manual of the Medical Department*.

- Have no record of conviction by general, special or summary court-martial, nor conviction by civil court for any offense (other than minor traffic violations) for the two-year period preceding 1 July of the calendar year in which application is made.

- Women must meet the dependency requirements as set forth in *BuPers Manual*, Art. C-1102(2).

- You must not have applied in more than two officer designator codes in a given year.

- And you must be recommended by your commanding officer.

From here, eligibility requirements vary in the two programs.

### Warrant Officer Program

**Source:** Enlisted members of the Regular Navy serving as petty officer first class and above. PO1s must have served for at least one year in pay grade on 1 November of the year in which application is made. (Beginning in fiscal year 1968, applications for the Warrant Officer program will be closed to E-8/E-9 personnel.)

**Age:** Must be at least 23 years of age, but may not have reached their 39th birthday as of 1 July of the calendar year in which application is made. No waivers will be granted on this requirement. (It is expected that the maximum age requirement will be reduced to 29 beginning in fiscal year 1968.)

**Service:** Must have completed six years, but not more than 20 years, of active naval service (including time in the Marine Corps and Coast Guard when operating as part of the Navy) on 1 July of the calendar year in which application is made. Active duty for training in the Naval, Marine Corps or Coast Guard Reserve does not count. (Note: It is expected that the maximum service requirement will be reduced to 12 years beginning in fiscal year 1968.)

Applicants must be serving in the Regular Navy on the date of the written examination (Officer Selection Battery).

**Education:** Must be a high school graduate or possess the service-accepted equivalent.

All PO1s trying for the WO program must complete all performance tests, practical factors and training

courses for CPO and must compete in the August E-7 exam whether they are eligible for advancement to chief or not. However, they are not required to take the E-7 exam if they have already been authorized to be advanced to chief.

#### Integration Program

**Source:** Enlisted personnel serving in pay grade E-4 and above in the Regular Navy.

**Age:** Men must be at least 19 and under 25 years old as of 1 July of the calendar year in which application is made. Women must be at least 20 and under 25. Requests for waivers up to 30 years of age will be considered for women when recommended by the commanding officer, but no waivers for men will be considered.

**Service:** Must have at least three years of continuous active naval service computed from 1 July of the year in which application is made. (Under current provisions of law, broken service of 90 days or more is disqualifying, and Naval Reserve time cannot be counted.)

**Education:** Applicants must meet one of the following requirements:

(1) Have completed 30 semester hours at an accredited college or university, or have the service-accepted equivalent.

(2) Be a high school graduate (or possess the service-accepted equivalent) and have a GCT or ARI of 60 or above. (High school transcripts are required with application.)

(3) Civil Engineer candidates must have completed three years of college credits toward an engineering degree at an accredited engineering school.

If an applicant has been considered twice for the Integration Program, he is not eligible to make further application.

Providing you are still eligible, here's what you must do. (Both programs virtually require the same procedure for making application.)

Everyone, except POs competing for the WO program, will begin to prepare his application sometime around 1 August. It must be sent to the Bureau of Naval Personnel not later than 15 September.

It's a different story for first class trying for the WO program, however. You will not start on your application until the E-7 test results are received by your command. And you

will apply only if you passed the chief's test; the others are, of course, eliminated. This application will be sent to the Bureau no later than 1 December.

Sometime during your processing, you will appear before a board of local officers. Needless to say, the board's opinion will carry a lot of weight at the Bureau.

On 15 November, if you're still in the running, you will take the Officer Selection Battery (OSB) test.

Once you have completed all the tests and your application and various other forms have been sent to the Bureau, you can take a well-earned breather. But, it may not last long. If you are selected as either a primary or alternate candidate, you will then take a physical examination. (If you are not selected, no physical will be necessary.)

#### Indoctrination, Appointment and Assignment

**Integration Program:** Men applicants selected under this program will be ordered to the Officer Candidate School at Newport, R. I., for 16 weeks of general line OC courses. Women will attend OCS(W) for eight weeks and, upon completion, be appointed in the unrestricted line or Staff Corps of the Regular Navy. Then they will attend an additional eight weeks of training at Newport.

Before anyone is commissioned, however, naval examining boards will review all academic records of those who completed the OCS course and determine if the applicants are mentally, morally and professionally qualified to perform as officers. Those selected will be appointed in the grade of ensign in the unrestricted

line (1100), Supply Corps (3100) or Civil Engineer Corps (5100) in the Regular Navy, as deemed appropriate.

Men selected for line commissions will be assigned to large or small combatant ships, large amphibious ships or submarines (if qualified). Or they may apply for flight training under the provisions of current instructions.

Supply Corps officers will be ordered to six months' training at the Navy Supply Corps School, Athens, Ga.

Civil Engineer Corps officers normally will be ordered to a civilian engineering school to finish their requirements for a bachelor's degree in engineering.

Women line officers will be ordered to an activity which has an appropriate allowance.

**Warrant Officer Program:** Temporary appointments under this program are limited to line, Supply Corps and Civil Engineer Corps for duty limited to technical fields which are generally indicated by the enlisted rating held. All applicants selected for appointment under this program will be ordered to the officer indoctrination course at Newport, R. I., or, for aviation categories, at Naval Air Station, Pensacola.

All selectees must agree not to apply for voluntary retirement or reversion to an enlisted rate before they complete three years' service as warrant officers.

Upon completion of the indoctrination course, selectees may expect orders to ships or activities where they will use their specialty.

Warrant officers appointed in the Civil Engineering Corps will be ordered to two months' training at U. S. Naval School, CEC Officer, Port Hueneme, Calif. As in the Integration Program, officers appointed in the Supply Corps, will be ordered to six months' training at the Navy Supply Corps School, Athens, Ga.

Whenever possible, in both the Integration and Warrant Officer Programs, the Chief of Naval Personnel will issue "through" orders. This means that orders will read to report to the appropriate indoctrination school and, upon completion and appointment, proceed to ultimate duty station.

For further details on any of the above programs, consult BuPers Inst. 1120.18K. You're on your way.



"I dunno, Chief; he was in there when we started the test."



## If You Want to Change To Another Rating Here's How It's Done

Navy men in crowded ratings may still change to less crowded ratings either through in-service training or through formal schooling provided they are in pay grades E-4 through E-6. Not only can they change, the Navy encourages those who meet the requirements to do so.

Those who change rating through formal schooling will do so through training received at the Class A school level.

To be eligible for this training, a Navyman must:

- Be a volunteer.
- Meet the obligated service, test score and security requirements for the Class A school he requests.
- Be serving in pay grades E-4 through E-6 and have less than 12 years of active service.
- Be recommended by his commanding officer.

Those in pay grades E-4 and E-5 who are ordered to school can change their rating in an equal pay grade after they satisfactorily complete their instruction. Those in pay grade E-6 won't have their rating changed, however, until after they have completed further in-service training. They must then take and pass an examination before they will be allowed to convert.

In-service training, which is normally on-the-job training supple-



"Sure, this is part of the new Navy. All you have to do is plug it into the bucket."

mented by self-study courses and whatever organized instruction is available within the command, can also be used to effect a change in rating.

The requirements for this type of conversion are that the applicant be a volunteer serving in pay grades E-4 through E-6 and have less than 14 years of active naval service. He must also be recommended by his commanding officer and there must be an authorized allowance for the rating he requests within the command.

When the applicant is considered fully qualified to change rating after receiving his in-service training, he will still have to pass an examination.

Navy men who change rating either through formal schooling or in-service training must complete the training courses and practical factors for the rating to which they convert.

The following factors will enter into a commanding officer's recommendation when applications for change of rating are submitted:

- The applicant should be aware of the advantages to him of the SCORE and the STAR programs.

- The comparative critical level of the individual's present rating and the desired rating, taking into consideration the on-board strength of the two ratings within the command as compared to the authorized manning level. Further, the commanding officer will take into consideration the "from which" and "to which" ratings listed in the SCORE program as well as the ratings authorized automatic advancement and ratings eligible for pro pay.

Consideration will also be given to the time and expense required in qualifying a man for the requested

rating, and whether it is justified in view of the training he has received and the experience he has gained in his present rating.

The CO must also, of course, have a reasonable assurance that an applicant would be successful in the rating to which he requests a change.

Regardless of whether a man changes his rating through formal schooling or in-service training, he will be assigned a conversion trainee NEC by the Chief of Naval Personnel.

Full details concerning the program for adjusting the enlisted rating structure through schooling and in-service training can be found in BuPers Inst. 1440.18C.

## Be Sure to Exercise Your Voting Rights If You Live In One of These 13 States

Navy men from 13 states will have the opportunity to cast absentee ballots in regular and special elections during the next few months. States which have scheduled (or plan to schedule) elections include Alabama, California, Connecticut, Kentucky, Maine, Maryland, New Jersey, New Mexico, New York, Texas, Vermont, Virginia, and West Virginia.

**ALABAMA**—Citizens will vote on constitutional amendments on a date which is yet to be decided.

**CALIFORNIA**—Citizens will vote on reapportionment of state legislature on a date yet to be decided.

**CONNECTICUT**—The state will hold a referendum election on constitutional convention proposals and municipal elections on 14 Dec 1965.

**KENTUCKY**—Citizens will vote for the entire membership of the state house of representatives and half the membership of the Kentucky senate on 2 Nov 1965.

**MAINE**—Citizens will vote on bond issues and constitutional amendments on a date yet to be decided.

**MARYLAND**—Citizens will elect eight members of the U. S. House of Representatives on a date yet to be decided.

**NEW JERSEY**—Citizens will elect governor and local officeholders on 2 Nov 1965.

**NEW MEXICO**—Citizens will vote on eight constitutional amendments on 28 Sep 1965.

**NEW YORK**—Citizens will elect an associate judge to the State Court of Appeals, members of the senate and

## Anyone With Memorabilia?

The Navy Department is seeking to build up its collection of naval memorabilia for displays in its large naval museum at the Washington, D.C., Navy Yard and exhibits elsewhere.

Among items sought are uniforms, uniform equipment and insignia of both officers and enlisted men for the full period of our naval history before 1900. When displayed, contributions will be identified with the name of the donor and all donations will be acknowledged with the warm appreciation of the Department.

Contributions should include any and all information known regarding the items such as original owner and period when used. Donations may be sent to the Curator for the Department of the Navy, Office of the Chief of Naval Operations (Op-09B9), Washington, D. C. 20350.

assembly and local officials including mayors, local legislative bodies and judicial and other town officers. The election date, 1 Nov 1965, is subject to change.

**TEXAS**—Citizens will vote on a constitutional amendment concerning veterans' land bond and the reapportionment of state legislature on a date yet to be decided.

**VERMONT**—Citizens will vote on reapportionment of state legislature on a date yet to be decided.

**VIRGINIA**—Citizens will elect governor, lieutenant governor, attorney general and city constitutional officers on 2 Nov 1965.

**WEST VIRGINIA**—Citizens will elect members to constitutional convention on 9 Nov 1965.

If your state is included on the list, you should see your command's voting officer. Additional information concerning requirements may be found in *Voting Information* NavPers 15868E or *ALL HANDS* Bulletin Board articles published in April and September 1964. Such information, however, was published in conjunction with the 1964 state and federal elections and rules for some states may have been changed since that time.

If your state expects to schedule an election but has not yet decided upon a date, you should request further information from your voting officer or write to the address listed in NavPers 15868E under Applying for Absentee Ballot for your state.

### Navy Divers Honored

Navy divers in general and six in particular were honored when Secretary of the Navy Paul H. Nitze presented awards (one posthumously) for heroism to divers who participated in two separate rescue attempts this year.

Two of the divers, Richard Garrahan, MR1, usn, and James R. Taylor, BM1, usn, were awarded the Navy and Marine Corps Medal for attempting to rescue two fellow divers from a flash fire in a decompression chamber at the U. S. Navy Experimental Diving Unit at Washington, D. C.

Kenneth W. Wallace, BMCS, usn, was awarded the Navy Commendation Medal for his direction of the rescue attempt and for bringing Garrahan and Taylor to safety after they had been overcome by the intense heat and smoke.

Navy commendation medals also

### Can You Qualify As an Angel?

The Blue Angels will have openings for three replacement pilots at the close of their 1965 show season in November. Billets will be available for one demonstration member, a public information officer and a maintenance officer.

Applicants should be eligible for a two- or three-year shore duty rotation about the end of this year. The demonstration member and PIO applicants are required to have had at least one tour with a jet squadron. Maintenance officer applicants are required to have a multi-engine qualification and a maintenance background, but

need not have served in a jet squadron.

Applications will be accepted throughout the year, since the selection of new members is normally made toward the end of the show season. A file is kept on all applicants, and those who have applied should keep the team informed of any change in status. Once selected, a candidate is ordered to the team for arrival in November or early December.

Formal application forms will be forwarded on request. Letters should be addressed to: Officer in Charge, Blue Angels, U. S. Naval Air Station, Pensacola, Fla.

were awarded to Albert P. Festag, LT, usn, and Thomas A. Jenkins, GM1, for heroic achievement in the rescue of four men trapped in a water-filled Arkansas cave.

A gold star, in lieu of a second Navy Commendation Medal, was awarded posthumously to Lyle E. Thomas, DCC, usn, for heroic achievement in the same rescue.

Three of the divers were from the U. S. Navy Experimental Diving Unit and three from the U. S. Navy Deep Sea Diving School both of which are at Washington, D. C.

In awarding the medals, Secretary Nitze praised all Navy divers for the knowledge they have of their jobs and the courage they exhibit in using their knowledge and training.

## NOW HERE'S THIS

### A Piper's Dream Come True

Any ole braw bricht moon licht nicht that USS Bluegill (SS 242) enters or leaves a Pacific port, Bonnie Scotland gets a wee bit of a plug from one of its fond American Navy admirers of bagpipe music.

Standing on the sub's bow, kilt-clad LT Norman M. Smith, USN (complete with dirk, sporran and brogues), sends pipe music skir-

ling across the water to announce his ship's departure or arrival.

LT Smith's family tree, as might be expected, branches over from the land of heather and lochs. His ceremonial attire was passed on to him by his grandfather from Edinburgh.

The bagpipes were a U. S. acquisition, purchased in San Francisco a few years ago. Following lessons from a former Royal Canadian Army pipe major, LT Smith participated in several Scottish Highland ceremonies in Canada, California and the Philippines.

As a ceremonial device, LT Smith's bagpipes have practical applications for submarines, where space is so limited. What other single instrument, so compact, can provide such an appropriate sustained crescendo to proclaim the comings and goings of the Silent Service?

Also, though there's not much room to go roaming in the gloaming on a submarine's deck, LT Smith may at least have found the ideal object of a neophyte bagpiper's greatest quest—a place to practice away from other annoyances (such as neighbors banging on the walls).





# Here's the Way It Will Be When You Pull Duty in D. C.

**A**MONG MANY OTHER THINGS, Washington, D. C. is just about the ultimate in the tourist industry. Every year, hundreds of thousands of visitors flock to the city to view the monuments, the parks, and their government in action. There's something about the place that gives the most hardened sightseer a genuine thrill.

It would be difficult to estimate how much money is spent annually for this purpose. Here again, however, Navy men have something of an advantage.

Sooner or later, a very large percentage of Navy men and their families manage to pull orders for Washington. This provides them an opportunity to experience firsthand the goal of most American tourists, at comparatively little expense.

Washington, however, is not the cheapest place to live. By the same token, it is not the most expensive. A great many Navy families like it; some do not.

It is significant that the Washington-Virginia-Maryland area is the second most popular location chosen as a place of residence by military retirees, according to one recent survey. Another survey puts it in third place, preceded only by California and Florida.

Besides being the fount of most Navy activities, Washington is the center of our federal government. It gets very hot in the summer; the rest of the year it has rather good weather. It combines some of the attributes (and disadvantages) of a big city, along with those of a small town, provided by its many suburbs.

Here is a report of Washington as a Navy duty station.

**Barracks**—If you expect to be assigned to a barracks, you may be located in one of several locations. Most naval personnel in the metropolitan area are billeted on the Naval Station proper or one of its annexes. Those who work in the Pentagon, Bureau of Naval Personnel, Main Navy or Security Station are berthed at Arlington barracks. Naval Station and Photographic Center people are berthed aboard the Naval Station, while the Navy Yard personnel are berthed aboard that annex. Those attached to the smaller support activities on other service bases are generally berthed aboard those bases.

**Household Effects**—All household effects for naval personnel in the D. C. area are handled through the Household Goods Field Office located in the Washington Navy Yard in Building 40. Since each individual case is different, contact this office for your particular requirements.

## Housing Information

The Commandant, Naval District Washington, administers 601 housing units for assignment to Navy and Marine Corps personnel on duty in the Washington area. The project is located adjacent to Bolling Air Force Base. All units are unfurnished except for electric range, refrigerator, space and water heater.

Rental rates are as follows:

One-bedroom	\$68.10
Two-bedroom	84.50
Three-bedroom	94.80

You must have at least six months remaining on present tour before assignment will be made. The maximum period of occupancy is 42 months. You may not reapply for housing for one year from the date of vacating and those owning residential property in the Washington area are ineligible for Bellevue Housing.

Eligibility criteria for size of housing are as follows:

One-bedroom—Husband and wife, or with one child under age five.

Two-bedroom—Husband and wife with three children all under age five; all other families not covered under three-bedroom.

Three-bedroom—Husband and wife with two children of different sex both over age five; three children, one or more over age five; four or more children of any age.

You may submit a letter request to the Housing Officer (Code 26), Headquarters, NDW, Washington, D. C., upon receipt of orders. A copy of the transfer order must be attached to the request. Upon actually reporting to the Washington area, report in person to the Naval Housing Officer, Building 200, 2nd deck, Headquarters, NDW, to complete the application form and verify qualifying data for housing.

Upon initial application by letter or in person, families are placed on the housing list for the unit for which they are expected to be eligible when housing is available. Position on the housing list is determined by date of receipt of application. If a change in

dependents requires a switch to another list, you will be placed on the new list as of the date of initial application.

The waiting period for each type of unit will vary seasonally, but the normal time is as follows:

One-bedroom	4 to 6 months
Two-bedroom	6 to 8 months
Three-bedroom	10 to 12 months

The Joint Armed Forces Housing Office, located in Room 1A884 of the Pentagon Building, offers assistance to military and civilian personnel of the Department of Defense in securing adequate living accommodations in the Washington area. There are branch offices located at Bolling Air Force Base and at the Main Navy Building. Another housing information office is the Family Service Center located at Andrews AFB.

The offices do not supply listings by mail. Listings change daily, and in most cases wouldn't be current on arrival. The housing situation is not critical at the present; however, the price of all types of housing is high. Surveys indicate that a period of one to four weeks is required to locate suitable housing for permanent residence, so it is generally recommended that servicemen not bring their families until obtaining housing.

The following prices reflect prevailing monthly rental rates on housing in this area. In permanent type housing of any kind, the one year renewable lease is prevalent. A protective clause covering permanent change of station is to be found in many cases.

	Unfurnished	Furnished
Three- and four-bedroom houses	\$125 to 200	\$135 to 250
Two-bedroom houses	100 to 150	120 to 150
Three-bedroom apartments	\$106 to 150	\$175 to 225
Two-bedroom apartments	100 to 135	120 to 160
One-bedroom apartments	90 to 125	100 to 135

Apartment rentals usually include utilities, while house rents do not. It can also be assumed that apartments and houses contain kitchen ranges, refrigerators and lighting fixtures.

For the single officer there are a great many bachelor officers' quarters in and around the Washington area.

**Family Service Center, Andrews**—The Family Service Center at An-

draws Air Force Base will lighten the arrival worries and furnish the following services to you and your family:

- Emergency household items which you may borrow until your household goods arrive.
- Listings of off-base housing.
- Emergency transportation, baby-sitting, and other personal needs.

The center has a children's playroom where the small fry can amuse themselves while parents study the off-base housing. When you are ready to start looking, children can be left at the base nursery which is nearby.

**Checks**—It is fairly easy to cash checks aboard military installations in Washington; most will have special facilities to cash pay checks on payday. Most exchanges will cash personal checks for small amounts and accept checks in lieu of cash for the merchandise. However, if you have a large check, it is best to go to a large exchange where a cashier is available. Be sure to have an identification card when you go, however.

**Legal Assistance**—Legal assistance officers have offices at various stations throughout the Washington metropolitan area. These officers are ready to advise personnel concerning legal problems. Although they are not allowed, as a matter of Navy policy, to appear in court for military personnel, either in person or by pleadings, there are many areas in which advice and counsel can and should be requested.

Legal assistance officers are available at the following locations:

- Office of the Judge Advocate General, Room 2-C-330, Pentagon Building, Washington, D. C.—Code 11, Ext. 73691.
- U. S. Naval Security Station, Room 43103, Washington, D. C.—Code 11, Ext. 60297.
- U. S. Naval Station, Building 92, Washington, D. C.—Code 11, Ext. 82017.
- Naval District Washington, Washington Navy Yard—Naval Station, Building 200, Washington, D. C.—Code 11, Ext. 82374.
- U. S. Naval Hospital, National Naval Medical Center, Building No. 2, Bethesda, Md.—Code 1223, Ext. 482.
- Naval Air Facility, Andrews, Building 3198, Andrews Air Force Base, Md.

**Medical Care**—Except in an emer-

gency, medical care of dependents is, in general, limited to: Diagnosis, treatment of acute medical conditions, treatment of contagious diseases, immunization, maternity and infant care, and treatment authorized by the Surgeon General of a uniformed service.

Dependents may request medical care in a medical facility of the sponsor's own uniformed service or at the medical facility of the uniformed service serving the area in which they reside. Telephone numbers and locations of uniformed services facilities providing medical service in each geographical area are listed below:

#### Army

Walter Reed General Hospital  
Washington, D. C.  
RA 3-1000 (Code 198, Ext. 2244)  
U. S. Army Dispensary, Fort Myer  
524-1900 (Code 193, Ext. 3285 or 4195)  
DeWitt Army Hospital  
Fort Belvoir  
SO 5-7700 or ED 9-5500 (Code 192, Ext. 21267)  
U. S. Army Dispensary  
Cameron Station  
OX 8-1545 or OX 8-1546 (Code 11)

#### Navy

Bethesda Naval Hospital  
Bethesda, Md.  
654-2500 (Code 1223, Ext. 893)  
U. S. Navy Dispensary  
Main Navy Building  
Washington, D. C.  
OX 6-3251 (Code 11, Ext. 63251)

#### Air Force

USAF Hospital  
Andrews Air Force Base  
Camp Springs, Md.  
981 (Code 185, Ext. 4241 or 8216)

#### U. S. Public Health Service

PHS Outpatient Clinic  
Fourth and C Streets, S.W.  
Washington, D. C.  
WO 3-6328 (Code 13, Ext. 36328)

PHS outpatient clinic hours are limited to 0830 to 1700 Monday through Friday (except holidays). At other times appointments should be made at the nearest uniformed services medical facility.

**The Navy Officers' Wives Club** is for all Navy officers' wives. The ladies are active in many charitable and special events in the Washington area. Each newcomer receives one complimentary copy of the *NOW News* which contains information on joining. Also, all newcomers receive membership cards in the mail. Since there are no meetings during the

summer, Newcomers' Coffee Call is the first event of the year. Membership dues in the club are \$4.00 per year.

**The Navy Relief Society** is the Navy's own organization established to help Navy and Marine Corps personnel, active or retired, and their dependents in time of need. It is also a primary responsibility of the Society to provide aid to the next of kin who were dependent on the serviceman at the time of his death.

Financial assistance is available in the form of a loan without interest, an outright gift, or a combination of the two, depending on the circumstances in a given case. This is one of the Society's biggest services.

Many services other than financial are available. Navy Relief workers are available for budget counseling, have knowledge of the services of other organizations, and can secure information for applicants about Navy problems.

Layettes are available on the basis of need for families of servicemen. Two Navy Relief thrift shops are located in this area, where servicemen may purchase, at nominal prices, household articles and clothing. Two visiting nurses are employed by the Auxiliary to visit the homes of families where there are new babies or medical problems.

The auxiliary offices are aboard the Washington Navy Yard, Building 172. Branch offices are at Naval Air Station, Patuxent River, Md.; Naval Weapons Laboratory, Dahlgren, Va.; Naval Communications Station, Cheltenham, Md.; and the Naval Propellant Plant, Indian Head, Md. Two thrift shops are within easy reach of most of NDW. One is located at the Washington Navy Yard and the other at NAS Patuxent River, Md.

#### Armed Forces Hostess Association

—The Armed Forces Hostess Association is a large group of officers' wives from all branches of the armed services who give service and information to military personnel and their families upon their arrival in Washington.

Extensive local information files maintained by the hostesses include information on: Discount buying; furniture refinishing and repair; dentists for children; babysitters and mothers' helpers; public, private and parochial schools; day camps and family camps and temporary hous-



ing (motels, hotels, rooms) for individuals or families.

Moreover, the Armed Forces Hostess Association spends much time and energy in compiling up-to-date and complete information on living conditions and facilities at all military installations in the United States and overseas. The Association will attempt to answer any questions or solve any problems submitted to them by any military personnel or their dependents.

**Automobile Stickers**—Whether you are active, retired, or civilian, automobile stickers are required for admittance to all the military bases in the area. One sticker is good for all bases whether Army, Navy, or Air Force. Requirements are proof of ownership, and liability insurance (\$10,000 bodily injury, \$20,000 liability and \$5,000 property damage). Stickers are good for one year.

**Travelers' Information**—The Volunteer Information Service Center located in Andrews Air Terminal provides up-to-date information on bus, rail, and air travel, including timetables, hotel and motel accommodations, recreation, Traveler's Aid, and Red Cross information. It also expedites travel for persons on emergency orders, and provides maps of the local area and general information.

**Transportation**—Washington has the greatest number of automobiles per capita of any city in the United States. Large numbers of "foreign license" cars, owned by Maryland and Virginia suburbanites who work in the District and untold numbers of tourists aggravate the situation. With the congestion of streets in the business and government area in downtown Washington, finding a parking place is a problem which detracts considerably from the pleasure and convenience of private motor transportation.

However, a fringe parking area where a motorist may park free and then ride on local buses to the downtown area has been established. In addition, there are large numbers of parking garages and lots which, however, may be crowded on Saturdays or during the rush hours of the day and where the rates may appear high.

Due to the concentration of nearly all traffic into two short periods in the morning and evenings when government offices open and close, parking is forbidden on many streets from

7:30 to 9:30 in the morning and from 4:30 to 6:30 in the evening. In addition, many streets running out of town are only one way at the time of peak congestion. Many arteries from Maryland into Washington are marked one-way downtown in the morning and one-way uptown in the evening. Because of the traffic tie-up, working hours of most bases are set up to miss the congestion.

Excellent government transportation connects the various Department of Defense installations in the Washington area. Military bus service is available between the Pentagon, Navy Annex, Yards and Docks, Main Navy, and the Capitol. Other facilities of the official government transportation system provide service to most military installations in the District.

**Athletics**—The Navy in the Washington area is quite active in sports. With most commands located around metropolitan Washington, this area is the focal point for a wide and varied athletic program. Almost any sport is available at one of the military activities and team competition is usually widespread and energetic. NDW has sent several teams to the all-Navy championships and encourages team participation. Full information on sports activities at your command may be obtained from your Special Services Officer.

**Sailboating**—The Washington Naval Station has established a sailing association for all personnel of the Armed Forces. Its aim is to encourage recreational and competitive sailing in the Navy, to provide opportunities for the members to take part in all types of sailing, and to furnish them with advice and information. Facilities to moor sailboats are being built along the Naval Station river front. In addition the station has four boats for general use by those who are qualified to operate a sailboat.

Other military installations around the area have boating facilities. For information, see the index or contact the representative Special Services Office.

**Tours**—Tours to almost any site worth visiting are frequently arranged by the Special Services Office. The tours are usually free and, in most cases, uniform is required. The tour dates and destinations are published well ahead of time and generally take place during the working day, so special liberty is required.

Commercial bus tours are in abundance, especially during the summer months, and offer trips ranging from three hours to two days, and in price from \$5.00 to \$20.00.

**Educational Opportunities**—The United States Armed Forces Institute (USAFI) offers correspondence courses to active duty personnel at both high school and college levels. In addition, USAFI has correspondence courses in vocational and technical training. The application fee for USAFI courses is \$5.00 for the initial course. There is no additional fee for more courses provided all correspondence courses that are taken out are satisfactorily completed. Several colleges and universities cooperate with USAFI in offering correspondence courses directly from the college or university.

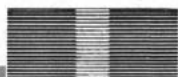
USAFI also has available General Educational Development (GED) tests in both high school and first year college levels. If you successfully complete these tests you will be given a certificate equal to a high school diploma or thirty semester hours of college work.

Most of the colleges and universities in the Washington area have night classes available for anyone wishing to attend them. George Washington University and the University of Maryland have facilities for night classes in the Pentagon. The University of Maryland also has facilities for night classes at Bolling Air Force Base. The Navy will pay 75 per cent or \$14.25 per semester hour (whichever is less), of your tuition fee if you attend classes at any accredited college or university. Contact your education and training officer for info on requirements.

**Flights**—Hops to almost anywhere in the U.S. are available to servicemen. The hop centers are Andrews Air Force Base and the Patuxent Naval Air Station. A phone call to the Operations Officer will ascertain the schedule and availability of flights.

These flights often have room for a spare passenger, but plan ahead. Be sure to take transportation money in case you get "bumped," and be especially sure to bring that extra money during the holiday leave period. Remember, do not rely on hops only. The only requirements are leave papers and travel in uniform. In event of emergency leave, you can be assured that every effort will be made to help you along your way.

# DECORATIONS & CITATIONS



DISTINGUISHED SERVICE MEDAL

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility . . ."

★ JOHNSON, ROY L., Vice Admiral, USN, as Commander Seventh Fleet from 15 Jun 1964 to 1 Mar 1965. During this period of ever-increasing tension in Southeast Asia, forces of the Seventh Fleet maintained constant vigilance and continued readiness for instant response at a sustained tempo of operations heretofore unknown to a peacetime world. The decision of the U. S. to respond to the attack on U. S. Navy ships in the Gulf of Tonkin on 5 Aug 1964 was translated into a swift and appropriate action by the ever-ready forces under VADM Johnson's command. The combat air strikes were carried out in an exemplary manner, clearly indicative of a high state of professional skill. Subsequent air operations have similarly been conducted in an unsurpassed fashion.

★ LEE, FITZHUGH, Vice Admiral, USN, as Chief of Naval Air Training from October 1961 to June 1964. VADM Lee conceived and introduced many programs to his command which were instrumental in reducing the percentage of training failures, lowering over-all training costs due to improved selection and evaluation procedures, reducing accident rates and improving the quality of officer candidates. During this period, he obtained the support of both military and civilian groups essential to the continued enhancement of technical recruiting programs throughout his command. His personal concern and attention in the recall, deployment and final release of Reserve units incident to the Berlin crisis were evident in all phases of training, organization and tactical assignment of these personnel. The favorable reaction by Reservists to his handling of their problems was exemplified by the high percentages who elected to affiliate in a drill status after discharge.

★ WARD, ALFRED G., Admiral, USN, as Deputy Chief of Naval Operations (Plans and Policy) from August 1963 to July 1964 and as Deputy Chief of Naval Operations (Fleet Operations and Readiness) from July 1964 to March 1965. ADM Ward participated directly in the formation of strategic concepts and plans for the defense of the United States, and in the establishment of secu-

rity policy designed to strengthen and preserve peace throughout the world. He also made major contributions to the preparation of basing agreement negotiations for *Polaris* submarines at Holy Loch, Scotland, and Rota, Spain.



SILVER STAR MEDAL

"For conspicuous gallantry and intrepidity in action . . ."

★ BALLINGER, ROBERT M., Lieutenant, USN, for action against enemy aggressor forces on the morning of 23 Sep 1964 while serving as advisor to the 21st River Assault Group, Vietnamese Navy. When the boats of the assault group to which he was assigned were subjected to intense automatic weapons and recoilless rifle fire from a Viet Cong force hidden along both sides of the Ben Tre River in Kien Hoa Province, LT Ballinger promptly and skillfully manned and operated an 81mm mortar, delivering accurate and devastating fire on the enemy positions. Following his example, the assault group brought all their fire to bear on the Viet Cong and succeeded in routing the attackers and inflicting numerous casualties.



LEGION OF MERIT

"For exceptionally meritorious conduct in the performance of outstanding service to the government of the United States . . ."

★ BIERI, BERNHARD H., JR., Rear Admiral, SC, USN, while serving as Vice Chief of Naval Material and, later, as the first Deputy Chief of Naval Material (Material and Facilities) from December 1962 to March 1965. His abilities were essential in maintaining the full effectiveness of the Office of Naval Material's current operations while he contributed to the implementation of basic changes in the functions, organization and staffing in that office. He also rendered invaluable service to the Department of the Navy and assistance to the Assistant Secretary of the Navy (Installations and Logistics) in achieving a responsive organization that provided continued support to the Department while the organizational change was taking place.

★ BUIE, PAUL D., Rear Admiral, USN, from April 1963 to January 1965 as

*MOST DECORATED Navy officer in Vietnam action is Lieutenant Commander R. M. Ballinger, shown here receiving his latest award, the Bronze Star Medal. He has also received the Silver Star from the U. S. and the first and third awards of the Vietnamese Cross of Gallantry ever given to American naval officers. Ballinger is now Executive Officer of USS Procyon.*





Commander, Iceland Defense Force; Commander Barrier Force, Atlantic; Island Commander, Iceland; and Commander Fleet Air Wings, North Atlantic. Promoting an atmosphere of mutual support and acceptance between United States Forces in Iceland and the Government of Iceland, he achieved a major breakthrough in relaxation of restrictions on U. S. Department of Defense personnel stationed there. He improved the coordination and understanding between NATO commands in this strategically vital area of Free World defense.

★ CLAREY, BERNARD A., Vice Admiral, USN, as Commander Submarine Force, U. S. Pacific Fleet, during the period 26 Jul 1962 to 3 Jun 1964. VADM Clarey directly supervised the preparation and implementation of plans for development of ASW capabilities of the submarines of the U. S. Pacific Fleet and supervised plans for their employment with air and surface ASW forces in coordinated intertype tactics, doctrines and procedures appropriate for use in time of war.

★ COLESTOCK, EDWARD E., Rear Admiral, USN, as Chief, U. S. Naval Mission to Brazil; Chief, Navy Section, Military Assistance Advisory Group Brazil; and Senior U. S. Naval Representative to the Joint Brazil-United States Military Commission, from 4 Jan 1963 to 20 Apr 1965. In these positions, RADM Colestock helped further the interests of the mutual security of the United States and Brazil, providing guidance on all phases of the Military Assistance Program and rendering valuable service to the Brazilian Navy through discussion and exchange of ideas. He has contributed toward advancing the capability of the Brazilian Navy in defense interests common to both Brazil and the U. S.

★ COUSINS, RALPH W., Rear Admiral, USN, as Military Assistant to the Deputy Secretary of Defense from 4 Sep 1963 to 15 Apr 1965. His extensive knowledge of naval affairs, particular understanding of nuclear matters, familiarity with many critical and highly classified defense programs and comprehension of the broad range of the defense effort were of great assistance to the Department of Defense.

★ EVANS, WILLIAM A., Rear Admiral, SC, USN, as Fleet and Service Force Supply Officer, U. S. Atlantic Fleet, from 21 Jan 1962 to 30 Jun 1965. During this period, his accomplishments in the fields of supply and fiscal management and air and sea transportation enhanced the material readiness of the Fleet, resulted in incalculable savings to the government and have been the foundations of forward-looking supply management and operating procedures.

★ JACKSON, HENRY S., Captain, USN, while serving in the Pacific Division, Operations Directorate, Joint Staff of the Joint Chiefs of Staff from December 1962 to January 1965. During this period, CAPT Jackson developed a succession of major contributions to the urgent and complex analyses, plans, and recommendations required by the Joint Chiefs of Staff in their considerations of operational and politico-military problems in South Asia.

★ LEE, JOHN M., Rear Admiral, USN, as Commander, Amphibious Force, U. S. Seventh Fleet, from 26 Aug 1963 to 20 Jan 1965. RADM Lee organized and trained his forces to the degree of readiness that they were able to respond to contingency deployment orders on extremely short notice many times. His maintenance of these forces in a ready condition afloat in the South China Sea for two months in response to the Tonkin Gulf events of August 1964 demonstrated the unique capability of the U. S. Navy to keep amphibious power on the high seas for prolonged periods. RADM Lee also directed Exercise Big Dipper, Exercise Back Pack and Exercise Lightas, the largest SEATO amphibious/airborne exercise ever held.

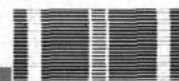
★ REEDY, JAMES R., Rear Admiral, USN, as Commander, U. S. Naval Support Forces, Antarctica, and U. S. Antarctic Projects Officer, from June 1963 to January 1965. RADM Reedy made a major contribution toward expanding the scope of this program through exploration and establishment of new stations to cover heretofore unknown areas of the Antarctic continent. New approaches to the continent were opened. In addition

**HERO—Allen D. Reid, E01, stands at attention while receiving Bronze Star Medal for heroism in Vietnam.**



tion to making the first flights from Africa and Australia to Antarctica, he directed the first flight from South America across the Antarctic continent, and led exploratory flights from McMurdo Station across the South Pole to unexplored areas of Queen Maud Land.

★ WELCH, DAVID F., Captain, USN, as Assistant Chief of Staff, Logistics, on the staff of Commander in Chief, U. S. Naval Forces, Europe. Participating as the CINUSNAVEUR representative in critical studies of European military support installations, CAPT Welch provided counsel and effectively presented Navy requirements, enabling the committee members to view the NavEur logistic structure in proper perspective, with resultant recommendations favorable to the U. S. Navy's best interests. He was instrumental in correcting misconceptions regarding the employment of naval forces, in improving logistic facilities procedures, and in effecting savings to the U. S. of more than \$500,000.



**DISTINGUISHED FLYING CROSS**

**"For heroism or extraordinary achievement in aerial flight . . ."**

★ CLARK, WILLIAM C. C., Lieutenant (jg), USNR, as pilot of an F-8A jet aircraft in Utility Squadron Five (VU-5) on 8 Dec 1964. Experiencing an engine fire shortly after takeoff on a training flight from U. S. Naval Air Station, Atsugi, Japan, LTJG Clark elected to remain with his burning aircraft in order to avoid crashing into a populated area. This decision required him to stay with a burning jet far longer than is consistent with the personal safety of the pilot, thereby risking his own life to avoid jeopardizing the lives and safety of others. As a result, the aircraft crashed into a sparsely populated area with no loss of life, no injury and only minor property damage.

★ CLYDESDALE, CHARLES F., Lieutenant (jg), USNR, posthumously, as pilot of an aircraft in Attack Squadron 95 (VA 95) operating from USS *Ranger* (CVA 61), on 15 Mar 1965. Participating in a strike against targets in North Vietnam, LTJG Clydesdale brought his aircraft to minimum altitude and carried out a daring and accurate rocket attack in the face of intense anti-aircraft fire, inflicting extensive damage and destruction on North Vietnamese military installations. After rendezvousing with his flight and proceeding toward *Ranger*, he experienced engine trouble and elected to execute an open sea ditching. Despite his excellent ditching procedure, he was not observed to leave the aircraft.



# NAVY AND MARINE CORPS MEDAL

**"For heroic conduct not involving actual conflict with an enemy . . ."**

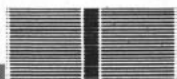
★ **ABE, FRANCIS S.**, Aviation Electronics Technician 3rd Class, USN, while serving with Utility Squadron One (VU 1), U. S. Naval Air Station Barber's Point, Oahu, Hawaii, on 25 Dec 1964. Observing a youth being swept out to sea by a riptide at Sandy Beach, Oahu, and the futile efforts of would-be rescuers, Abe, fully aware of the personal dangers involved, plunged into the heavy surf and treacherous currents and rescued the almost helpless victim. His prompt and courageous actions undoubtedly saved the young man from drowning.

★ **CAMPBELL, ROY A.**, Chief Gunner's Mate, USN, while serving as a naval advisor in the Republic of Vietnam on 12 Apr 1964. When fire started in a magazine which contained 2000 pounds of high explosives, Campbell, although injured and fully aware of the personal dangers involved, unhesitatingly entered the magazine and fought the fire until it was extinguished, thereby preventing serious injury or death to 20 Vietnamese soldiers billeted in a nearby barracks, and preventing further injuries to a seriously injured naval officer in the immediately vicinity.

★ **CUNNINGHAM, JOHN R.**, Boilerman 3rd Class, USN, posthumously, for heroism on the night of 4 Sep 1964 while serving as boilerman in charge of the auxiliary watch in USS *MacDonough* (DLG 8) fireroom. When a fuel line ruptured and started an intense fire which forced others out of the area, Cunningham remained at his station to secure the pumps supplying oil to the fire and to activate the steam smothering system which extinguished the flames. Only after performing these duties did he consider his own personal safety and attempt to escape. By this time, however, the heat and smoke were too intense and he was overcome. His unhesitating decision to remain at his station and extinguish the fire undoubtedly saved his ship and shipmates from further danger. His courage and selfless devotion to duty at the cost of his own life were in keeping with the highest traditions of the U. S. Naval Service.

★ **JOHNSTON, KENNETH L.**, Chief Electronics Technician, USN, while serving aboard USS *Sam Rayburn* (SSBN 635) on 12 Jan 1965. Seeing a harbor pilot fall into the water between *Sam Rayburn* and a pitching pilot boat alongside, Johnston, fully aware of the personal danger involved, immediately

leaped into the turbulent waters and rescued the pilot. By his prompt and courageous action in the face of grave personal risk, Johnston undoubtedly saved the pilot from serious injury or death.



# BRONZE STAR MEDAL

**"For heroic or meritorious achievement or service during military operations . . ."**

★ **CRONEMILLER, CARL F., JR.**, Commander, USN, as a member of U. S. Navy Section, Military Assistance Advisory Group, Vietnam, from 12 Feb 1962 to 19 Mar 1964. As field advisor, he assisted in the establishment of an effective river assault force and personally accompanied units of the river assault groups on at least six combat operations, during two of which he was subjected to enemy fire. Through his advice to his counterparts, and his calm execution of advisory recommendations while under fire, he contributed significantly to the success of the river assault units in these operations. As Chief, Operations, Readiness and Training Division of Navy Section, MAAG, Vietnam, CDR Cronemiller directed the construction of 500 Navy junks, guided a major expansion in both the size and operational responsibilities of the Vietnamese Navy and instituted an exceptionally well-planned training program. The Combat Distinguishing Device is authorized.

★ **DEX, JOHN M.**, Boatswain's Mate 1st Class, USN, from 15 Nov 1963 to 5 Nov 1964 as a member of the U. S. Naval Advisory Group, Military Assistance Command, Vietnam, assigned as Seamanship, Gunnery, and Hull Repair Advisor to the Vietnamese Naval Coastal Forces Repair Facility at Rach Gia, Vietnam. During this period, Dex rendered valuable service improving the efficiency of the repair facility and participated in many combat operations under hostile fire. On one such occasion he demonstrated outstanding professional ability when he quickly took action to bring a machine gun to bear on a target when another gun jammed. The Combat Distinguishing Device is authorized.

★ **KELLEY, WILLIAM D.**, Aviation Ordnanceman 3rd Class, USN, while serving with Attack Squadron 152, Detachment Zulu, as a security guard at Bien Hoa Air Base, Republic of Vietnam on 1 Nov 1964. When the base was attacked by Viet Cong guerrilla forces employing automatic weapons and heavy mortars, Kelley, learning that a fellow guard was wounded, immediately rushed to the victim's side and administered first aid while heavy mortar fire continued in



**PREVENTING** small child from being hit by car won medal for Harry D. Edwards, SM1, of USS *Carpenter*.

the vicinity. He then assisted in removing his wounded shipmate to a place of relative safety. The Combat Distinguishing Device is authorized.

★ **KNAPP, RICHARD I.**, Lieutenant, USNR, as a member of the U. S. Naval Advisory Group, Military Assistance Command, Vietnam, assigned the responsibility of providing advisory assistance to Coastal Force commanders in the Vietnamese Navy from 26 Oct 1963 to 10 Oct 1964. LT Knapp made a marked contribution toward increasing the efficiency and effectiveness of the Coastal Force, encouraging the units to participate aggressively in patrols and joint operations. On several occasions he was subjected to Viet Cong fire. Through his direction and forceful actions, LT Knapp was instrumental in enabling Coastal Force units to successfully complete operations which otherwise might have failed. He thereby created in the armed forces of Vietnam a greater understanding and confidence in the Coastal Force. The Combat Distinguishing Device is authorized.

★ **LA MARCA, FREDDIE**, Aviation Ordnanceman 3rd Class, USN, while serving with Attack Squadron 152, Detachment Zulu, as a security guard at Bien Hoa Air Base, Republic of Vietnam on 1 Nov 1964. When the base was attacked by Viet Cong guerrilla forces employing automatic weapons and heavy mortars, La Marca, learning that a fellow guard was wounded, immediately rushed to the victim's side and administered first aid while heavy mortar fire continued in the vicinity. He then assisted in removing his wounded shipmate to a place of relative safety. The Combat Distinguishing Device is authorized.



# TAFFRAIL TALK

FROM TIME TO TIME, ALL HANDS has introduced its readers to Navymen who are accomplished performers on what many consider to be eccentric instruments.

Of course, there is plenty of room for argument over what constitutes eccentricity. To the Scot, for example, a bagpipe is no more eccentric than long hair is to a Beatle.

There are others, however, who will tell you that bagpipes are definitely unusual, and the general public can safely be divided into people to whom the wail of the pipes brings tears to the eyes or hands to the ears.

ALL HANDS last mentioned a Navy piper in a story which appeared last February concerning Captain Charles H. Carr who was commanding officer of USS *Elokom* (AO 55). The same story also mentioned Marine piper Captain James Toth. Since February, ALL HANDS has received word concerning other Navy pipers.

There is, for instance, LT Robert Crafts, Jr., Medical Corps, USNR, who holds forth on board USS *Abraham Lincoln* (SSBN 602). The only claim the lieutenant makes to Scottish ancestry is the love shared by him and Scotsmen everywhere for the music of the bagpipes.

Whenever his sub is underway in the waters of Scotland's Great Clyde, LT Crafts, clad in kilts, can be seen topside on the missile deck sending the melancholy notes of his pipes over the water as the sub passes Kirm and Dunoon on its way to or from Holy Loch.

USS *Bluegill* (SS 242) also has a piper in the person of LT Norman M. Smith, USN. For his story, see page 57.

Commander Charles K. Moore who was, until recently, the Exec on board USS *Oklahoma City* (CLG 5) is also an accomplished Navy piper.

While on board *Oklahoma City*, CDR Moore was known to give surprise concerts over the ship's loudspeaker system and to entertain resting seamen at noon.

Bagpipes, the commander says, must be played frequently to keep the bag from becoming dry and the reeds from sticking. The commander also accomplishes this through the use of beeswax, flax, molasses and water. He pours the molasses and water into the bag, working it into the sheepskin to make it airtight. The beeswaxed flax twine is wound around the reeds so they will slide for tuning and still keep air from escaping.

The bagpipes are an old and honorable instrument. Aristophanes and Plato alluded to them and Nero had a passion for the *Hydraulis* and the *Tibia Tricularis*.

From the Praetorian Camps of the Romans, the pipes have made their way to our submarine decks and to a guided missile cruiser's fantail—to mention only two locations.

Who knows, if the trend continues, the sound of the pipes may become as familiar in U. S. Navy ships as it is in the highlands.

★ ★ ★

It's been quite awhile since ALL HANDS has had a newcomer to its staff. It has one now in the person of Peter T. Sasgen, SA, USNR who, until the end of May was pushing a piece in boot camp at Great Lakes. Pete replaces Bob Grabowski, DM3, USN, who has packed his seabag to join the crew of USS *Ranger* (CV 61).

Before joining the Navy, Pete spent four years at the Philadelphia College of Art and emerged with a BFA degree. You'll be seeing the results of his considerable talent and fresh ideas in ALL HANDS during the coming months.

*The All Hands Staff*

## The United States Navy

### Guardian of our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

### We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

### The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past.

Never have our opportunities and our responsibilities been greater.

**ALL HANDS** The Bureau of Naval Personnel Career Publication, solicits interesting story material and photographs from individuals, ships, stations, squadrons and other sources. All material received is carefully considered for publication.

Here are a few suggestions for preparing and submitting material:

There's a good story in every job that's being performed, whether it's on a nuclear carrier, a tugboat, in the submarine service or in the Seabees. The man on the scene is best qualified to tell what's going on in his outfit. Stories about routine day-to-day jobs are probably most interesting to the rest of the Fleet. This is the only way everyone can get a look at all the different parts of the Navy.

Research helps make a good story better. By talking with people who are closely related to the subject material a writer is able to collect many additional details which add interest and understanding to a story.

Articles about new types of unclassified equipment, research projects, all types of Navy assignments and duties, academic and historical subjects, personnel on liberty or during leisure hours, and humorous and interesting feature subjects are all of interest.

Photographs are very important, and should accompany the articles if possible. However, a good story should never be held back for lack of photographs. ALL HANDS prefers clear, well-identified, 8-by-10 glossy prints, but is not restricted to use of this type. All persons in the photographs should be dressed smartly and correctly when in uniform, and be identified by full name and rate or rank when possible. Location and general descriptive information and the name of the photographer should also be given. Photographers should strive for originality, and take action pictures rather than group shots.

ALL HANDS does not use poems (except New Year's day logs), songs, stories on change of command, or editorial type articles. The writer's name and rate or rank should be included on an article. Material timed for a certain date or event must be received before the first day of the month preceding the month of intended publication.

Address material to Editor, ALL HANDS, 1809 Arlington Annex, Navy Department, Washington, D.C. 20370.

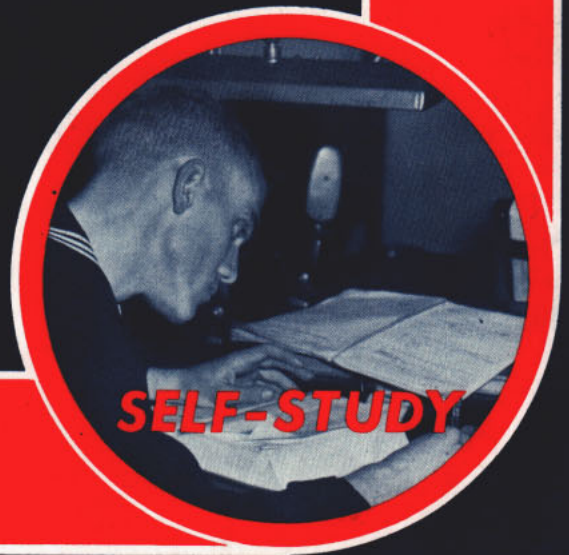
● **AT RIGHT: OVER THERE**—Ships of U.S. Seventh Fleet Task Force 77 form an interesting pattern when viewed from above while maneuvering in the South China Sea. For a more conventional view turn magazine.







# SIGNS of



**SELF-STUDY**



**TRAINING**



**EXPERIENCE**



**LEADERSHIP**

# SUCCESS